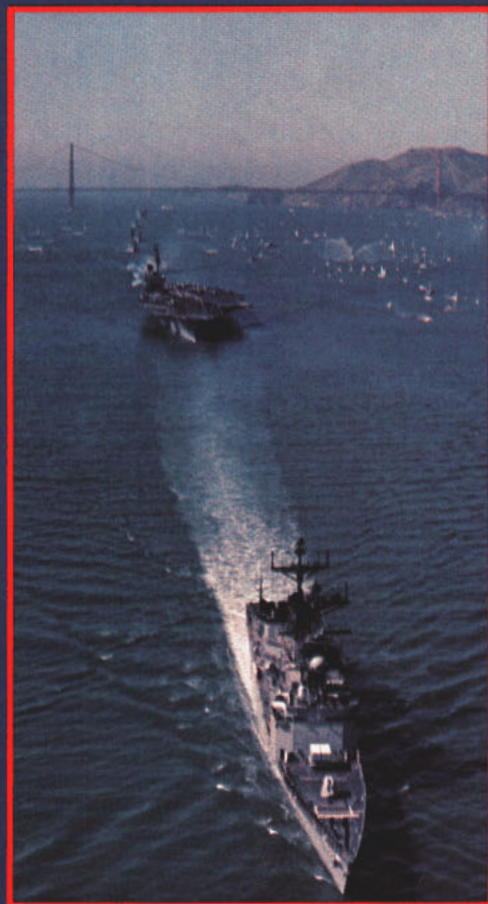


ALL HANDS

JANUARY • FEBRUARY 1984

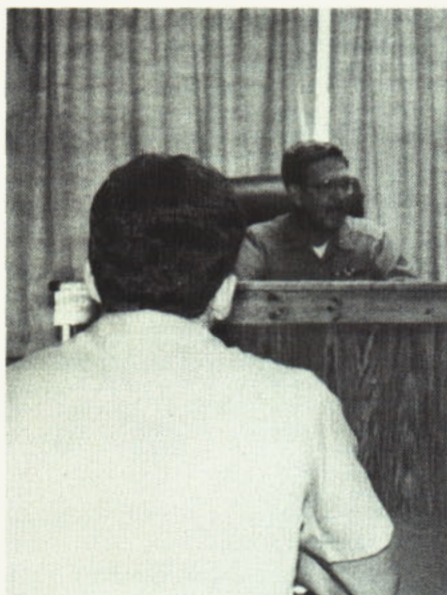


in this issue

Fleet Week '83



Five-year-old Helen P. Humphrey, 1984 March of Dimes National Poster Child, and Chief of Naval Operations Admiral James D. Watkins enjoy their visit in Admiral Watkins' Pentagon office. Helen, daughter of David and Susan Humphrey of Oklahoma City, Okla., stopped in to see CNO during her recent trip to Washington, D.C. Photo by Ellis Turner.



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ALL HANDS

JANUARY • FEBRUARY 1984

MAGAZINE OF THE U.S. NAVY

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Chief of Naval Operations: ADM James D. Watkins

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Front: The love affair between San Francisco and the U.S. Navy continues to grow with Fleet Week '83. Photos courtesy of FltAVComPac.

Back: Navy doctors Lt. Cmdr. Rufus Thomas (left) and Cmdr. Monte Bawden listen to a patient in the back country of Honduras describe her symptoms as other villagers await their turns. Photo by Cmdr. Frank Evans, USSouthCom.

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Doing the Best

By CWO2 Merle F.

If the Naval Legal Service Office, Norfolk, Va., weren't a military unit, it would be one of the biggest law firms in the city. Staffed with more than 60 lawyers, it is the largest of the Naval Legal Service Command's NLSOs and 19 detachments worldwide.

NLSO Norfolk also has three "branch offices," known in the Navy as detachments, in Roosevelt Roads, Puerto Rico; Guantanamo Bay, Cuba; and at Naval Air Station Oceana in Virginia Beach, Va.

The NLSO's mission is to provide comprehensive legal services and counsel for Navy commands and personnel concerning legal matters, including, but not limited to, military justice, investigations, claims, legal assistance, and administrative proceedings.

Command Services

Lieutenant Commander David H. Zoellner, head of the Command Services Department, in describing his department's function, said, "We act as lawyers for all the commands in the area that don't have lawyers. We also help commands that have lawyers but primarily we aid commands that don't. Either they come to us or we go to them."

Zoellner's department has billets for 10 lawyers in addition to himself. Half of them give advice to commands and the other half represent sailors and Marines being processed for administrative discharges.

In addition, his staff provides training for commands in such areas as search and

seizure, determining probable cause for arrest, urinalysis, and Judge Advocate General Manual investigations. One of his lawyers acts as the Navy's prosecutor in U.S. Federal Magistrate Court for misdemeanors committed by civilians on base.

Other Command Services Department functions are to give advice on:

- Conducting JAG Manual investigations.
- Civil-military relations.
- Military members' rights in administrative matters, such as enlisted evaluations, officer fitness reports, and recommendations for promotion.

Military Justice

Military justice counts for the largest share of the workload at the NLSO. NLSO Norfolk has the highest military justice caseload in the Navy, averaging 120 spe-

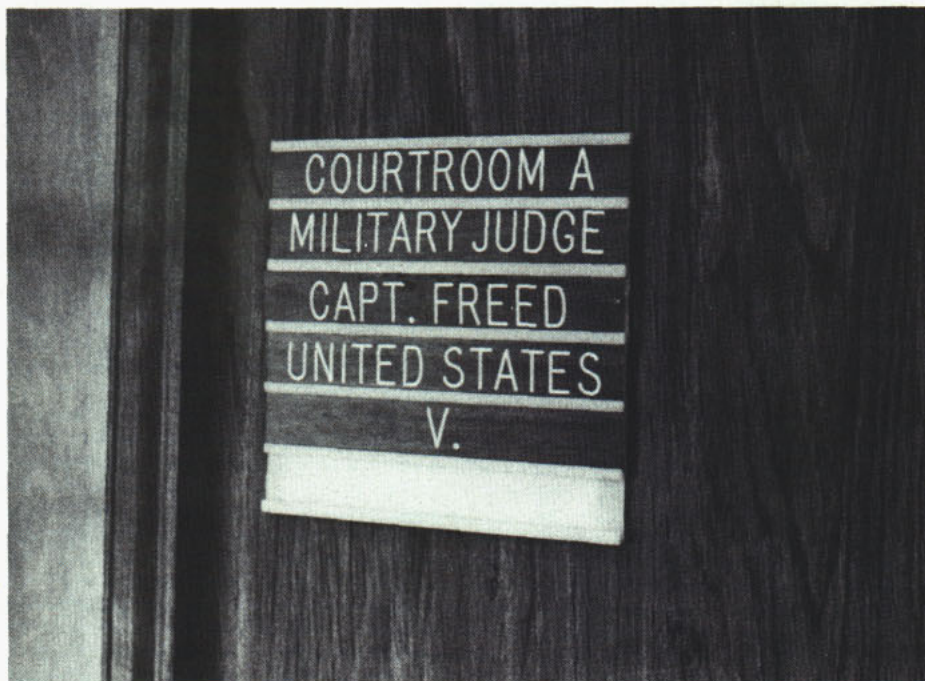
cial courts-martial per month for the first six months of 1983.

One of the lawyers responsible for prosecuting courts-martial at NLSO Norfolk is Commander H. Troy Nicks, head of Trial Counsel Department.

"We have 16 prosecutors in this department besides myself," said the former *Phantom* pilot. "The chances are good that a lawyer coming to this command is going to be either prosecuting or defending at courts-martial," he added.

A JAG Corps officer since 1976, Nicks said the Navy is currently "getting the creme de la creme" from the nation's law schools. A major portion of his job is to observe his subordinates in court and provide guidance as necessary.

Nicks, a member of Norfolk's first mobile trial team during his prior tour as a military judge, now has prosecutors on



NLSO Norfolk has seven courtrooms but occasionally needs to use other facilities for "overflow" cases. Opposite page: Lt. Jae Jones explains a power of attorney to DS2 Kenneth Graham of USS Stump (DD 978) and his wife Elizabeth.

for Both Sides

Jacobsen, USS Nassau (LHA 4)

four teams, one of which specializes in urinalysis cases.

Drawing upon his experience as a former Navy judge, Nicks said, "I think there's a wide discrepancy between the caricature of military justice . . . and the reality."

For example, he said, there's no other system where the defendant gets a free lawyer regardless of the defendant's ability to hire one. Public defenders, he said, aren't valid comparisons because some ju-

risdictions have rigorous standards for proving the defendant is indigent. If the person requested is available, he added, a military defendant can ask to be defended by a specific military attorney.

Before a court-martial can be held, someone has to ensure that both defense and prosecution have the necessary witnesses present.

Legalman Second Class Eugene Frazier is one of five sailors, along with a civilian, in the Trial Counsel Department who does

that. They also type motions and various correspondence.

"Our biggest responsibility is getting witnesses for trials," Frazier said.

In an average week, he said, they make arrangements for about 10 military people and four civilians to attend courts-martial as witnesses.

Military witnesses are ordered to a trial on temporary duty, requiring a message with accounting data, while civilians are subpoenaed. Frazier and his co-workers



Naval Legal Service Office

also arrange flights and billeting for witnesses.

Civilians not employed by the government are paid for their time. Separate fees are paid to expert witnesses, such as doctors. All these costs are borne by the court-martial convening authority.

Defense

One of the lawyers who requests such witnesses is Marine Captain Patrick J. MacKrell of the Defense Counsel Department.

MacKrell is one of 22 lawyers in the department and is the only Marine lawyer in NLSO Norfolk. There are Marine lawyers at the Roosevelt Roads and Guantanamo Bay detachments also. He said each lawyer in his department has 10-25 cases working at any time.

"Our goal is to provide the best possible representation to our clients and, assuming adequate time for preparation, to get to court as quickly as possible," he said.

MacKrell said Marine lawyers in no way specialize in matters related to their service. The largest number of people he defends, whether they are sailors or fellow Marines, are charged with unauthorized absence.

"There are as many reasons for going UA as there are people," he said. "Most are immature people who don't get along with supervisors and have problems they didn't try to solve through the chain of command."

In the second largest group of defendants, said MacKrell, are those charged with drug offenses, mostly for using drugs, rather than distributing drugs. A small percentage challenge the results of urinalysis and choose a court-martial in lieu of commanding officer's non-judicial punishment.

"I have an attempted murder (case) right now, but they're fairly rare," the captain added.

MacKrell and his colleagues serve all

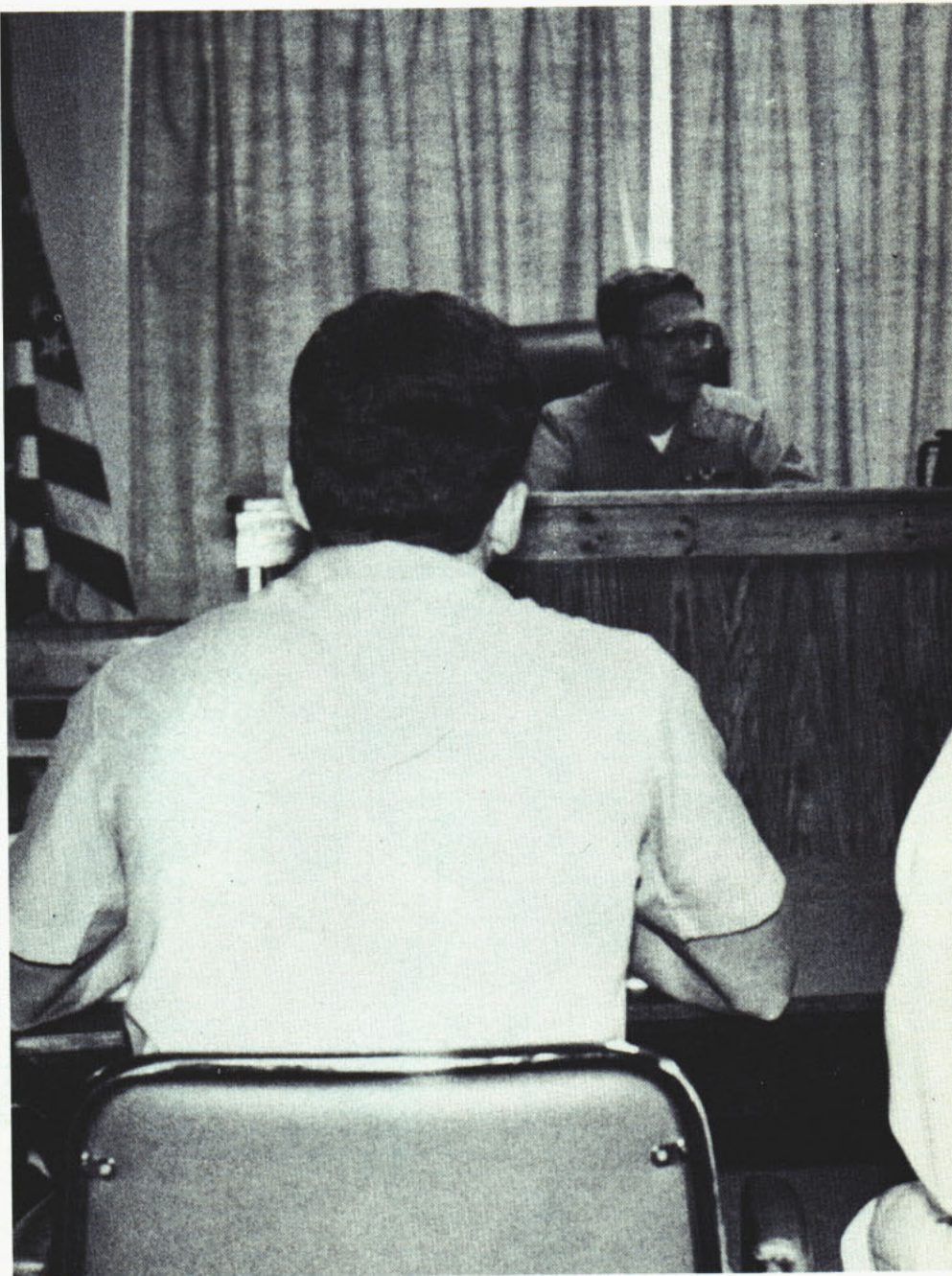
the ships homeported in Norfolk. To expedite justice—both for the accused and for the government—trial teams frequently go to sea.

A trial team, MacKrell said, includes a judge from the Tidewater Judicial Circuit and at least one trial counsel, defense counsel, court reporter and transcriptionist from the NLSO. Although the judges are located in the same building as NLSO headquarters in Norfolk, they have a different chain of command, reporting to the Navy and Marine Corps Trial Judiciary in

Washington, D.C.

MacKrell was a member of a trial team that boarded USS *Dwight D. Eisenhower* (CVN 69) in Norfolk and deployed with it to the Mediterranean, where they were flown off. In a little more than two weeks, MacKrell said, the trial team handled 23 special courts-martial, 16 administrative discharge boards, and various other legal matters for the carrier and two accompanying escort ships.

"It's not something we defense counsel try to avoid by any stretch of the imagi-



Capt. Maitland G. Freed, circuit military (senior) judge of the Tidewater Judicial Circuit, Navy-Marine Corps Trial Judiciary, presides over a court-martial.

nation. It's a gain for all concerned. The witnesses are all there. It's very efficient."

MacKrell added, "I think the accused benefits because of access to witnesses and because it helps the defense counsel to see the accused actually at his job."

The captain said probably less than five percent of military defendants hire civilian lawyers.

"The only pressure is to be competent and to be the best possible counsel for your client. You have a commitment to do

the best job that you can for that client."

Like most of the lawyers at NLSO Norfolk, MacKrell has a variety of military legal experience.

He has served as a prosecutor and in legal assistance and says he doesn't prefer arguing one side of the case or the other. "I like going to court, that's the key. Either side of the coin I enjoy."

Legal Assistance

But most Navy men and women outside the legal community are never involved

in a court-martial. For the majority, their contact involves seeking legal assistance from a Navy lawyer or legalman. Chief Legalman Lynn Krist, chief of the NLSO's Legal Assistance Division, said the office drafts approximately 300 wills per month, of which 125 wills are executed every month in the office. The remainder of the wills are mailed to deployed units. The division, part of the Personnel Services Department, serves fleet units, area shore activities and retired military members and dependents.

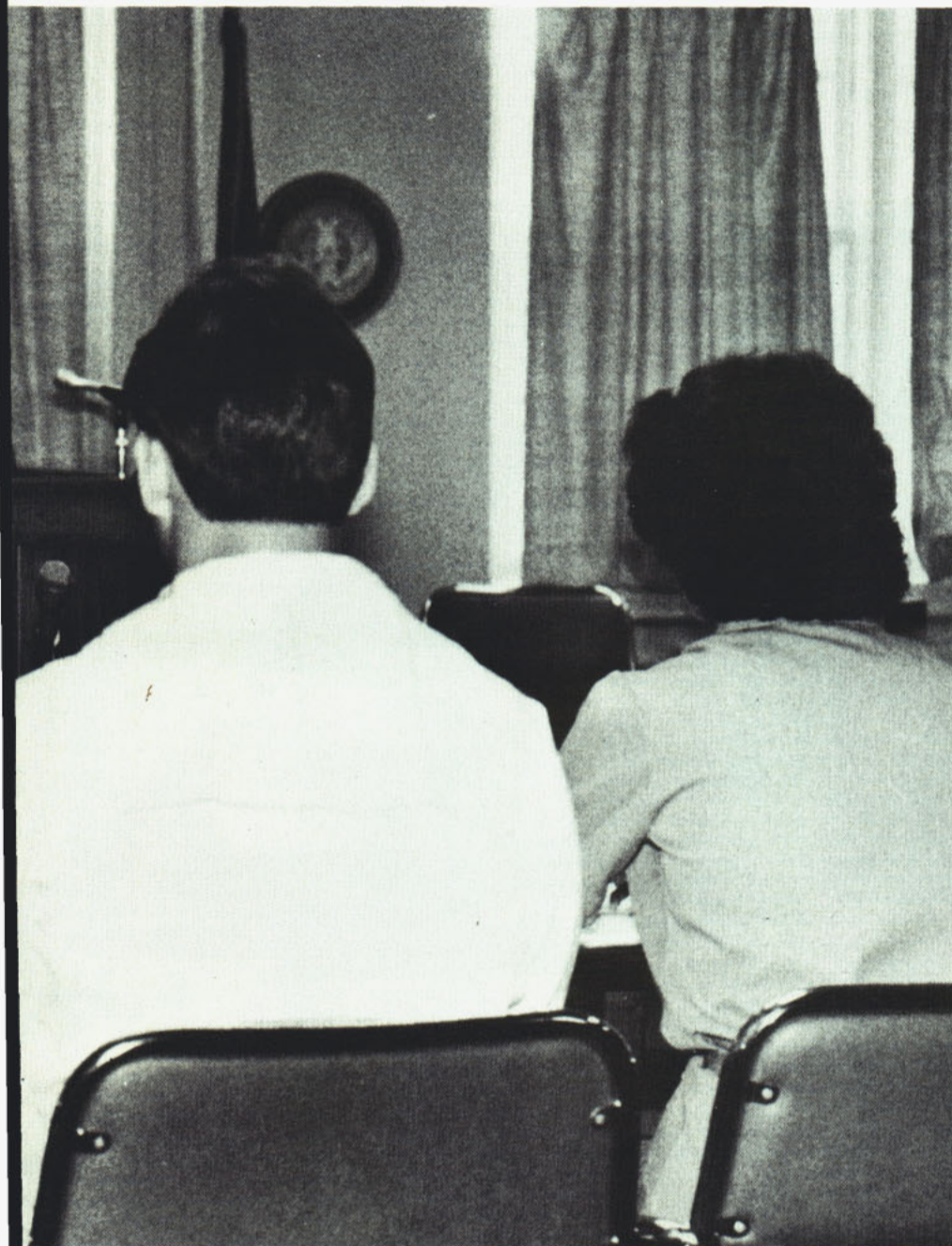
The division is staffed by four lawyers, three legalmen and a civilian legal clerk. In addition to the will services, the office staff also provides legal assistance in such areas as powers of attorney (more than 200 a month are executed), family law, contract law, consumer law, adoptions, landlord-tenant relations, tax law and name changes. The staff also assists at the Family Service Center in Norfolk with advice.

Lieutenant Jae Jones, the division officer, said approximately 30 percent of the staff's in-office man-hours are devoted to wills. The next largest share of man-hours involves work on adoptions with an average during the first half of 1983 of 12 adoptions per month.

Jones said these services, which are free, save substantial sums of money for clients. For example, locally the cost of acquiring a simple will ranges from \$75 to \$150, in a non-military setting power of attorney costs from \$25 to \$50. "I'd say the biggest individual money saver for affected clients is adoption petitions," he said. "The adoptions being processed through the Legal Assistance Division can save the adopting client from \$150 to \$400."

Jones added, "The Legal Assistance Division maintains excellent relations with the local legal community. We have established a fine rapport with the local clerks of court that has proven equally beneficial to the division, clients and the courts."

To help its constituents deal with federal and state tax services, the division participates in the Volunteer Income Tax Assistance (VITA) program. The Internal Revenue Service helped train VITA representatives for the past five years. During the most recent tax year, a VITA site was



Naval Legal Service Office

established on the base and helped 800 people.

Claims

The Claims Division is the other half of the Personnel Services Department, which is located in a separate building a few blocks away from the main NLSO. Staffed by five Navy lawyers, a civilian attorney, three legalmen, a seaman, and five civilians, the division handles claims for and against the government. Chief Legalman Ronald Jones, the division chief, said the Claims Division is responsible for claims arising under the Military Personnel and Civilian Claims Act, the Federal Tort Claims Act, the Military Claims Act, and the Medical Care Recovery Act.

Last year, he said, the office paid out

\$292,500 in settlement of tort claims totaling well into the millions where the government was legally liable. About 35 tort claims are concluded a month. During the last year, the office recovered about \$76,000 for damage to government property resulting from the negligence of others and nearly a million dollars under the Medical Care Recovery Act for injuries caused by third parties to members of the naval services.

Henry Tarrall, the office's claims investigator, acts somewhat like an insurance adjuster. For example, if a contractor claims the driver of a Navy van caused the van to hit his vehicle, Tarrall investigates the claim, determines the liability, and recommends the amount to be paid, if any.

Tarrall sometimes interviews witnesses during an investigation. "None of these things are the same. Each one has a story behind it," he explained, adding that most claims are processed within two days.

Legalman First Class Robert Ellis works with personnel claims. During fiscal year 1982, Ellis said, the office processed more than 3,000 claims and paid out a little more than \$1 million to claimants in the area for loss or damage to personal property such as household goods, losses from theft, and vandalism.

Administration

NLSO's Administration Department is the most diverse in the command, including divisions for court reporters/transcribers, budget and accounting, first lieuten-



ant/quarterdeck (manned by transients), administrative services, and the automated data processing/word processing center.

Lieutenant R.M. Ratliff is NLSO Norfolk's only officer who isn't a lawyer; he heads the 30-member department, where all legalmen start their tours as court reporters.

Ratliff, a former chief personnelman, said, "I'm the first limited duty officer law (6551) selected in the Navy and also was the first warrant officer to attend Military Justice School."

Part of his job is to arrange court schedules for NLSO's trial and defense counsel with the seven judges assigned to the Tidewater Judicial Circuit. Courts-martial, he said, enter NLSO in the Command Services Department. After trial and defense counsels and judges are assigned, the case is scheduled. He also arranges transportation for the mobile trial teams to places such as the Panama Canal Zone, Bermuda and the Azores. At times, Ratcliff acts as an Article 32 investigating officer.

NLSO Norfolk generates a lot of paperwork. For example, one division alone—court reporting and transcription—goes through 200 reams of paper per month, according to Chief Legalman Lester Bush. Division officer for a team of nine court reporters and eight transcribers, Bush said more courts-martial occur during the winter months when unauthorized absentees tend to return to their commands.

He said 141 special courts-martial were held in March 1983, the high for the year. "We have at least one court reporter for every judge," he said. "Everyone helps each other out. Everyone can step in for someone else."

But it's automation that keeps NLSO from getting behind.

Lieutenant Commander Charles Davis, a lawyer, designed a management information system which electronically files

data relating to courts-martial. Part of that system is a laser printer capable of reproducing 30 pages per minute.

Davis said Norfolk's system, which automatically makes reports and routes them when the data is entered, will be the prototype for all NLSOs. The data is used by the NLSO for internal management and is provided to area type commanders and other GCM authorities for trend analysis and other purposes.

"Computers have allowed us to predict what's going to happen instead of just reacting to what happens," he said. The San Diego and San Francisco NLSOs already have the equipment.

As an example of the amount of time saved by using word processors, Davis compared the current work volume and manning levels with those of two years ago. Two years ago, he said, 15 people did the work that it takes eight to perform today, even with a 50-percent workload increase.

Master Chief Legalman John Goodman, NLSO's command master chief, has a variety of responsibilities.

Goodman works primarily with the paralegal seminars and with training of NLSO's legalmen. Of NLSO's 28 enlisted members, 22 are legalmen, two are Marines, one is a data processing technician and three are non-rated.

According to Goodman, the command places heavy emphasis upon training for everyone assigned and encourages members to take college courses.

A yeoman first class when converting to legalman, Goodman also is the command's public affairs officer and is an instructor for the chief petty officer and petty officer indoctrination courses held locally.

NLSO's executive officer, Commander Richard Reed, supervises the five department heads and manages NLSO's day-to-day operation. "This is a fulltime administrative position," he said. "I spend most of my days resolving problems that can't be resolved at the department head level."

He added that doing occasional Article 32 investigations is normally the closest he comes to using his legal education. "I get involved in a lot of logistics, like whether to bring in a witness from a distant place."

Reed—the prime contact for complaints

from outside NLSO—added, "We work very hard at giving the fleet quality legal service."

NLSO's commanding officer, Captain Richard DeBobes, enjoys his job and wants everyone at the NLSO to enjoy theirs. He has several ways of maintaining high morale for both uniformed and civilian members of his command. One way—indirectly—is through training of non-lawyer legal officers and legal yeomen.

If people are properly trained, it means they can do things right the first time, which saves time, money and frustration. For example, DeBobes' command sponsors one-day paralegal seminars about once a quarter for 50 to 100 sailors and Marines in units served by NLSO Norfolk. If they're better trained, it means less work will need to be done over by his staff when a case is forwarded from the field.

DeBobes told a group which attended a seminar last June that the quality of legal work in the Navy has improved during the past three years. For example, even though the number of courts-martial and the number of bad conduct discharges increased, the amount of time between commission of offenses and disposition of the cases decreased markedly.

Recipients of the training program include masters-at-arms, Naval Investigative Service agents and base police officers—"anybody who does law enforcement work."

In addition to emphasizing training, NLSO's commanding officer is a believer in computers.

"I can use the (NLSO's) computer to give me a status report on every case in the command," he said. "It saves me incredible amounts of time."

DeBobes said, "Our size allows us to be more flexible (than other NLSOs). I like to get my people to sea . . . where what we do can have an immediate and direct impact on good order and discipline. It also serves to give the attorneys a better understanding and appreciation of the operating forces of the Navy, which makes them better able to perform our primary mission: serving the fleet."

"My job is twofold in the area of military justice: to make sure that the interests of the government are vigorously and aggressively prosecuted, and likewise that

LNC Lynn Krist, leading chief of the Legal Assistance Department, gives legal assistance to retired YNCS Barbara Whitlark.

Naval Legal Service Office

the accused is provided the highest quality of representation."

DeBobes is as enthusiastic about his people. "If you come in here on a Saturday or Sunday," he said, "this place is

crawling with lawyers and legalmen getting cases ready for trial and ensuring that records of trial are completed and mailed off to the convening authorities as quickly as possible. I have never served with a

group of people as hardworking, dedicated and skilled as the lawyers and paralegals assigned to the NLSO."

Naval Legal Service Command

The Naval Legal Service was authorized by the Chief of Naval Operations on Dec. 3, 1973—almost six years to the day after the Judge Advocate General's Corps was formed.

On Jan. 4, 1980, the Naval Legal Service became the Naval Legal Service Command. The Judge Advocate General of the Navy, a rear admiral and the Department of the Navy's top uniform lawyer, then became an echelon II commander. He was assigned the following mission:

"To administer the legal services program and provide command direction for all naval legal service activities and resources as may be assigned; and to perform such other functions or tasks as may be related to the naval legal service as directed by the Chief of Naval Operations."

Currently, NLSC consists of 21 naval legal service offices and 19 detachments,

located in areas of naval concentrations throughout the world. These NLSOs and their detachments are staffed by 489 JAG officers, 225 civilians (including 38 citizens of host countries), 228 legalmen and six warrant officers. About 46 percent of the JAG Corps' 1,000 members are in an NLSO or a detachment. Correspondingly, about 42 percent of the Navy's 440 legalmen are in the Naval Legal Service Command.

From calendar year 1978 to calendar year 1982, the number of general and special courts-martial handled by the Naval Legal Service Command increased from 341 per month to 597 per month, respectively.

The Naval Legal Service Command provides advice on environmental law matters and labor law in addition to legal assistance, advice to commands, claims service and both trial and defense counsel.

Although the Navy had lawyers and enlisted people assisting them for decades, the legalmen rating—like the JAG Corps (the Navy's newest officer corps) and NLSC—is relatively new. The LN rating was approved by the Secretary of the Navy in 1972.

The concept of the legalman rating was to make LNs paralegals, somewhere between legal yeomen and JAG Corps officers, freeing the latter for tasks requiring a law degree. At the same time, LNs received increased authority and responsibility.

Legalmen, who formerly had to apply for chief warrant officer ship's clerk or limited duty officer administration if they wanted a commission, now can apply for the LDO law specialty. In October 1982, the first group of LDO law selectees (five enlisted members and two warrant officers) was named. Eventually, the Navy plans to have about 55 LDO law specialists from ensign through commander.

Master Chief Legalman Bill Childers, command master chief for Naval Legal Service Command, said law LDOs eventually will become eligible to command an NLSO. The opportunity for command is one advantage that establishing NLSOs created for the JAG Corps.

Both the JAG Corps, the new LDO law specialty and the LN rating have the mill rinde as an integral part of their uniform insignia.

The mill rinde, symbol of the legal



Left: Personnel management is an important part of Capt. Richard D. DeBobes' job as CO of NLSO Norfolk. Right: Lt. j.g. Patrick Murphy (left) collateral duty legal officer for USS Stump, receives what he terms excellent help from LNC Jim Sterling.

profession for at least six centuries, comes from a device used to balance the two millstones of a mill. In 1572, it was suggested in Britain that the mill rinde be the symbol of the legal profession. Essentially, the mill rinde is analogous to the scales of justice—to give equal treatment to both sides.

These naval legal professionals work in NLSOs ranging in size from the one in Groton, Conn., with seven lawyers, two paralegals and three clerical staff members, to Norfolk, Va., where 63 attorneys, 24 paralegals and 29 clerical staff members are assigned.

The Naval Legal Service Command has 14 Marine lawyers and seven enlisted Marine legal services specialists assigned to NLSOs and detachments.

Captain Roger W. Hunt of the Office of the Judge Advocate General of the Navy in Washington, D.C., said the Naval Legal Service Command was established for two reasons:

- To provide a concentration of legal talent to upgrade the quality of service at

places with large numbers of Navy and Marine personnel.

- To use more efficiently the dwindling number of Navy and Marine Corps lawyers.

Hunt also said NLSOs were created, in part, in response to a Defense Department directive to remove defense counsel from under direct authority of the court-martial convening authority. This operated to remove any perception of convening authority influence over a judge advocate's representation of an accused person.

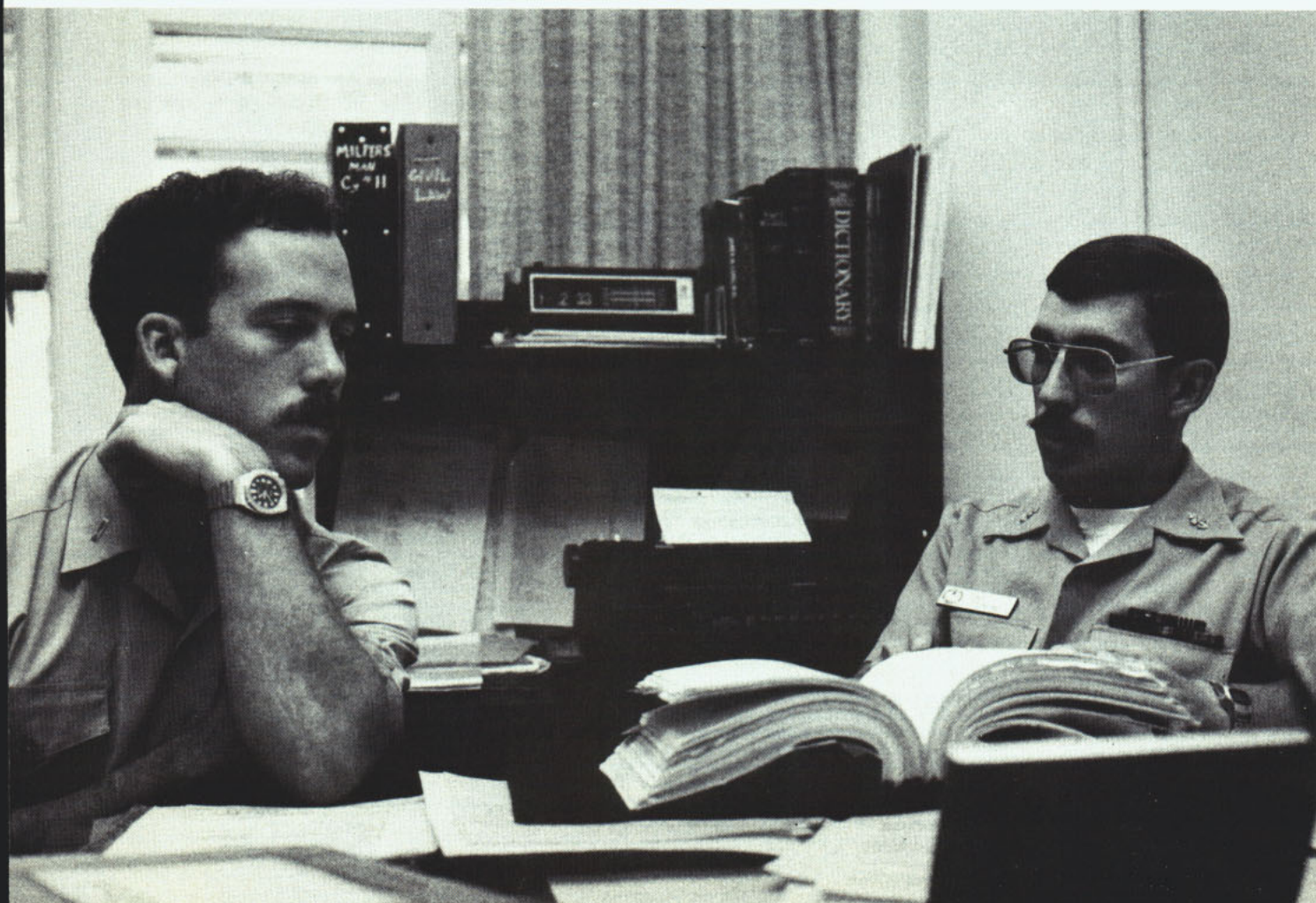
For example, a naval base commander, as convening authority, now doesn't have defense counsels in his chain of command and doesn't write their fitness reports. All NLSO lawyers report to their commanding officers, who in turn answer to the Judge Advocate General of the Navy. Likewise, military judges assigned to the Navy and Marine Corps Trial Judiciary report through their judicial circuits to the same flag officer.

Hunt, the former commanding officer of NLSO Memphis, Tenn., said, "There

are more built-in protections in the military justice system . . . than in the civilian world."

Commander Harold E. (Rick) Grant, also an OJAG staff officer, said the Naval Legal Service Command is increasingly using computers and word processors "so we can do more, faster." Part of an increase in the demand for legal services over recent years, he said, results from the Navy's crackdown on drug abuse and increased emphasis on pride and professionalism. Both initiatives have generated increases in caseloads. In the military justice area, for example, the Naval Legal Service Command has experienced a 91 percent increase in courts-martial over the last six years.

Lieutenant Commander Steven E. Wright, who like Grant, was assigned to an NLSO before reporting to OJAG, said providing defense counsel to accused members isn't a career incentive to most sailors and Marines. "Legal assistance and claims help keep the good man or woman in the military," he said.



Welcome Home Lt. Goodman



Lieutenant Robert O. Goodman Jr. is home. He came home to the glowing warmth of a hero's welcome wondering whether he deserved all the attention. He came home under the banner of Jesse Jackson's highly publicized trip to Syria. He came home just wanting to come home and leave his month-long Syrian captivity behind him. He came home a media sensation, an instant celebrity.

Goodman arrived at Andrews Air Force Base, Md., in the chilly, pre-dawn darkness of Jan. 4, 1984, exactly one month after his A-6E *Intruder* jet, operating from USS *John F. Kennedy* (CV 67), was shot down while on a mission over Syrian-controlled territory in Lebanon. His family was at Andrews to welcome him back. Members of the media were there to show him off to the nation. Hundreds of well-wishers cheered his homecoming.

The soft-spoken Navy flier was a bit mystified by all the hoopla. When asked whether he thought he was a hero, he said that circumstances just happened to place him where he was and he didn't consider himself a hero at all.

"I feel unfortunate that it was me (who got shot down), but that's within

the realm of risks that you have to take," Goodman said.

Goodman, the jet's bombardier/navigator, and his pilot, Lieutenant Mark A. Lange, both ejected from the Navy jet when it was shot down over Lebanon. Secretary of the Navy John F. Lehman Jr. said the best indications are that the jet aircraft was hit with a Soviet-made SA-9 surface-to-air missile.

Goodman doesn't remember much about what happened. He said he was

unconscious during and after the ejection.

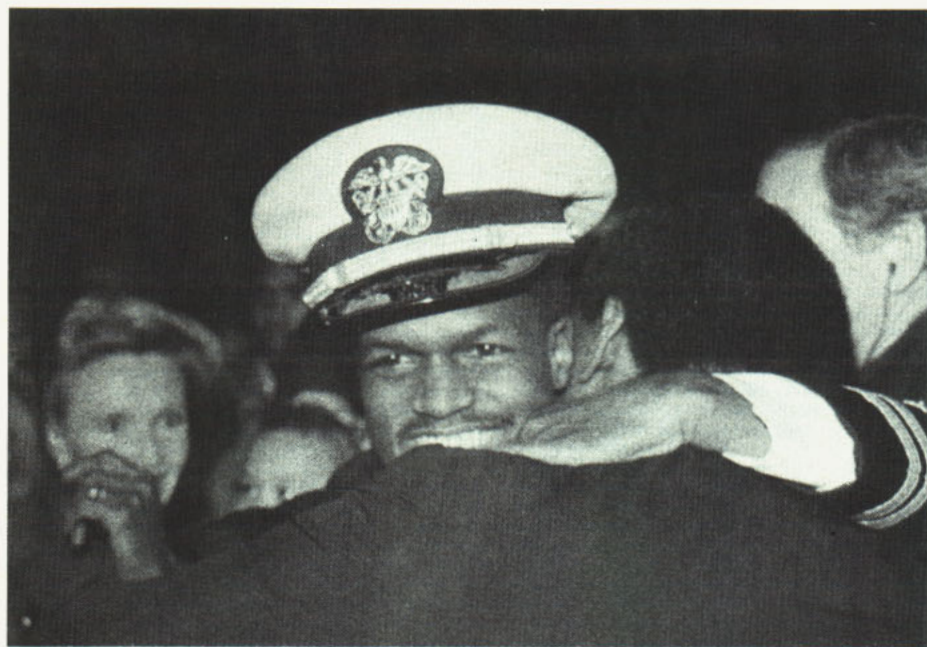
"I came to as my hands were being tied," Goodman said. "After about five or 10 minutes, I basically had an idea of what was going on."

Lange, who had sustained serious injuries, died in Syrian hands hours later.

The first indication Goodman had of where he was came during one of his interrogations. He saw a picture of Syrian President Hafiz al-Asad on a wall.



In a pre-dawn chill, Lt. Robert O. Goodman Jr. returns from 31 days of captivity to a waiting and joyous family.



Emotions are high as Lt. Goodman is reunited with his parents and brothers. During a brief media statement after his arrival at Andrews Air Force Base, Md., Goodman quoted former Vietnam POW (and retired Navy rear admiral) Jeremiah A. Denton Jr. who—when returning after several years of communist captivity—described his feelings with, “God Bless America.”



“I thought, ‘Oh my God, I’m in Syria. How did I get here?’ That was just a whole lot farther than where I was (shot down). It was scary initially.

“The first two weeks (as a prisoner) were kind of hard. You feel like, ‘Well, I’m here, but does anybody know I’m here, and why am I here and how did I get here?’

“Initially after being shot down, I felt very bitter about my experience. I thought, ‘How could the Navy do this to me, and how could they put me in this position, and now I’m in over my head and I could be here forever.’ ”

But he got a package from his wife,

and some of the three boxes of Christmas cards sent to him from people throughout the United States.

“I saw that people were aware of what was going on...I felt, hey, I’m going to make the best out of this that I can, and as a matter of fact I feel very proud to be here because what other country would express that kind of confidence in one man to try and carry out one piece of a very large plan...to place that amount of confidence, not only in me, but in my squadron to try and carry out something that they think is important—that makes me feel good. And that happens in the Navy.

You see it everywhere.”

Lehman described Goodman’s conduct as “exemplary.” “It has been a superb performance by an outstanding naval officer and we’re all proud—we in the A-6 community, we in the Navy Department, are extremely proud of the way he performed in captivity... afterwards and back here. We’re all very proud.”

Welcome home lieutenant.

Story by JOI Gary Hopkins. Photos by JOC(SW) Fred J. Klinkenberger Jr. Klinkenberger also contributed to this report.



Adventurous Men of the Nautilus

They Never Said

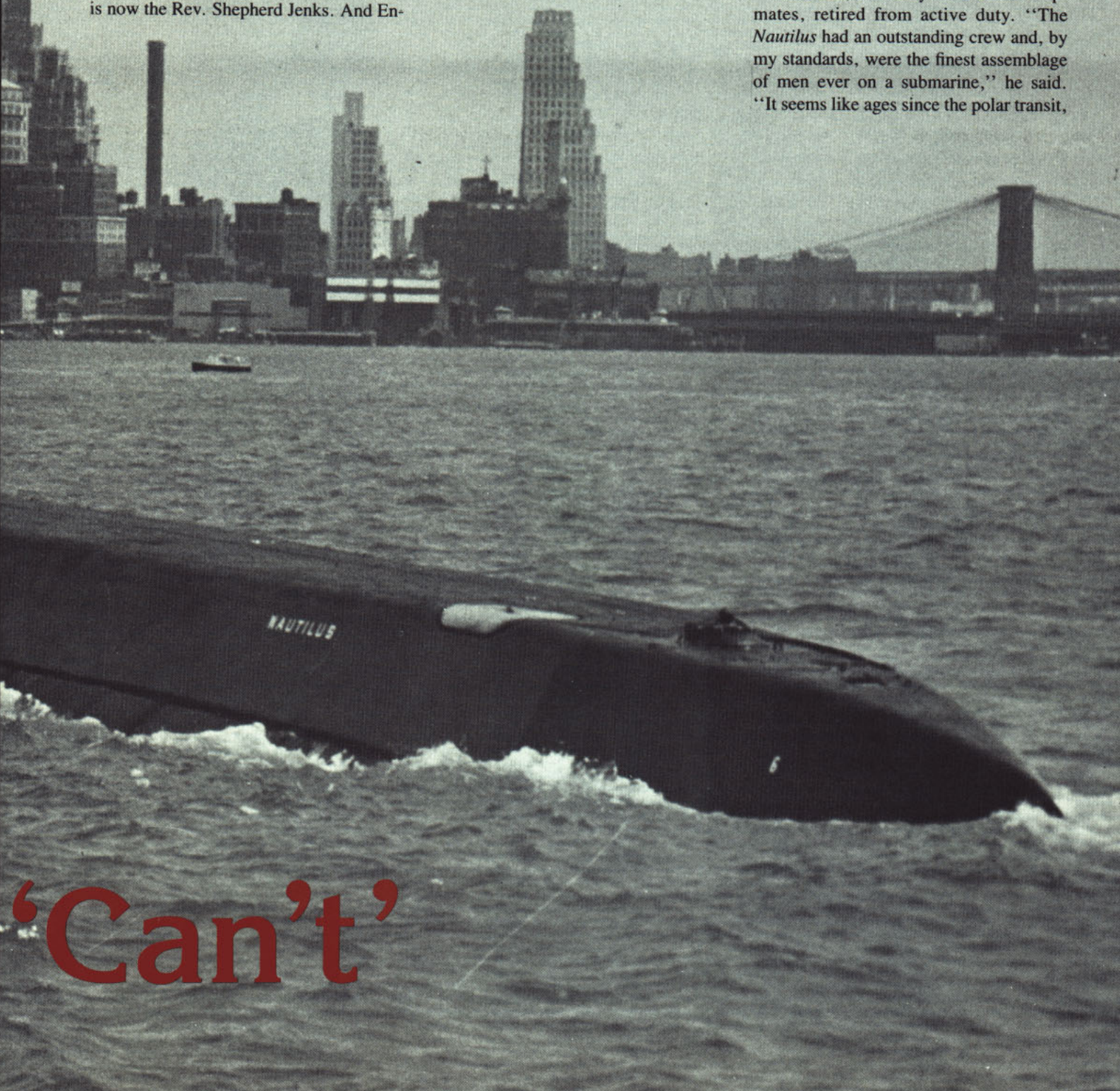
Twenty-five years have passed since USS *Nautilus* (SSN 571) returned from its pioneer crossing under the North Pole. The commanding officer on that historic voyage, William Anderson, is now president of a computer firm. Engineman First Class Jack Kurrus is a chief engineer in the merchant marine. Navigator Shepherd Jenks is now the Rev. Shepherd Jenks. And En-

gineering Officer Paul Early is retired from the Navy—as a rear admiral.

Anderson and his *Nautilus* crew of 115 men will be linked forever in history for their accomplishments, and the bond between all the sailors who ever cruised in

SSN 571 during its 26-year commission is still strong. Recently, at a three-day reunion in Groton, Conn., *Nautilus* submariners recalled the many firsts set by their prototype atomic submarine—a submarine where the word “can’t” didn’t exist.

Anderson, like many of his former shipmates, retired from active duty. “The *Nautilus* had an outstanding crew and, by my standards, were the finest assemblage of men ever on a submarine,” he said. “It seems like ages since the polar transit,



‘Can’t’

USS Nautilus

but the recollections of the trip are still as strong as ever."

The voyage began in late July with the *Nautilus* steaming out of Pearl Harbor, Hawaii. *Nautilus* set a course northward, along the Barrow Sea Valley, toward deeper water. Hugging the valley, the submarine increased speed to 18 knots. Anderson described it as "pulling onto an expressway from a crowded street."

The destination of *Nautilus* on that summer cruise was secret. "The trip took a whole year of planning," Jenks said, "and only three people knew the details of the trip: the CO, the XO and I. We had a CNO staff member and the Defense Mapping Agency making all the charts for us. They had no idea why they were making them."

Once at sea, the crew was informed of the ship's destination. "We knew what we

had to do, and we just went out and did it," Kurrus said. "Nothing was going to stand in our way."

Admiral Early said that no one on the *Nautilus* crew ever doubted the success of the ship on any mission it was tasked with. "For every problem that came up, we had a solution to fix it."

Jenks and Chief Quartermaster Lyle "Doggie" Rayl relied on charts in plotting every position under the ice. Being submerged, they could not "shoot" the stars or the sun for navigation.

Jenks recalled that as they neared the North Pole, "I was at the chart table. The captain was one level up, and I was relaying our position to him over the 7MC. He in turn began to count down over the 1MC, passing the word to the entire crew. When we reached the pole, you could hear



cheers from the crew on the mess decks. It was thrilling."

How could they be sure they were at the pole? After all, there was no radio communication, and because of the proximity to the magnetic pole a compass was useless.

"We knew what our position was before reaching the North Pole, and we knew what it was after. When we surfaced I took several sun fixes," Jenks said. "I knew where we were and that we had transited the North Pole."

Actually, *Nautilus* surfaced only miles from its charted location after a submerged trip of almost 2,000 miles. "To me," Anderson said, "the success of the voyage rested on the finest ship and crew that ever sailed."

For all the adventurous men who ever sailed *Nautilus*, the August reunion was a time to reflect on their seagoing accomplishments with old shipmates. Time may have changed the men, but the memories remain vivid.

Above: Cmdr. William R. Anderson waves from the bridge of USS Nautilus (SSN 571) as the ship returns to port in Groton after its historic voyage from the Pacific to the Atlantic via the North Pole. Left: Nautilus plunges through the Chukchi Sea.



A Home for Nautilus

As the time approached for USS *Nautilus* (SSN 571) to be retired from active service in 1980 after a historic 26 years, there was a question as to where the ship's final resting place would be.

Because of the submarine's long association with the submarine base in Groton, Conn.—which had been its home port—and the willingness of the people of Connecticut to fund the major portion of expenses to build a memorial site, President Jimmy Carter signed P.L. 96-418 authorizing a permanent berth in Connecticut for the famous submarine.

The Connecticut Nautilus Committee was established by the governor. That committee, the Secretary of the Navy and the State Department of Economic Development set up the details for site selection, development and construction of a memorial. A year later, in September

1981, a "memorandum of understanding" spelling out the details was signed. Then, with tax-exempt status granted, the committee began its fund-raising activity.

In the meantime, plans were moving ahead for site selection, with preliminary arrangements being made for site construction, architectural planning, cost estimating and all details necessary to construct a suitable memorial site. The schematic phase was completed in the fall of 1982, and since then detailed designs and interior layout drawings for the museum building have been under study.

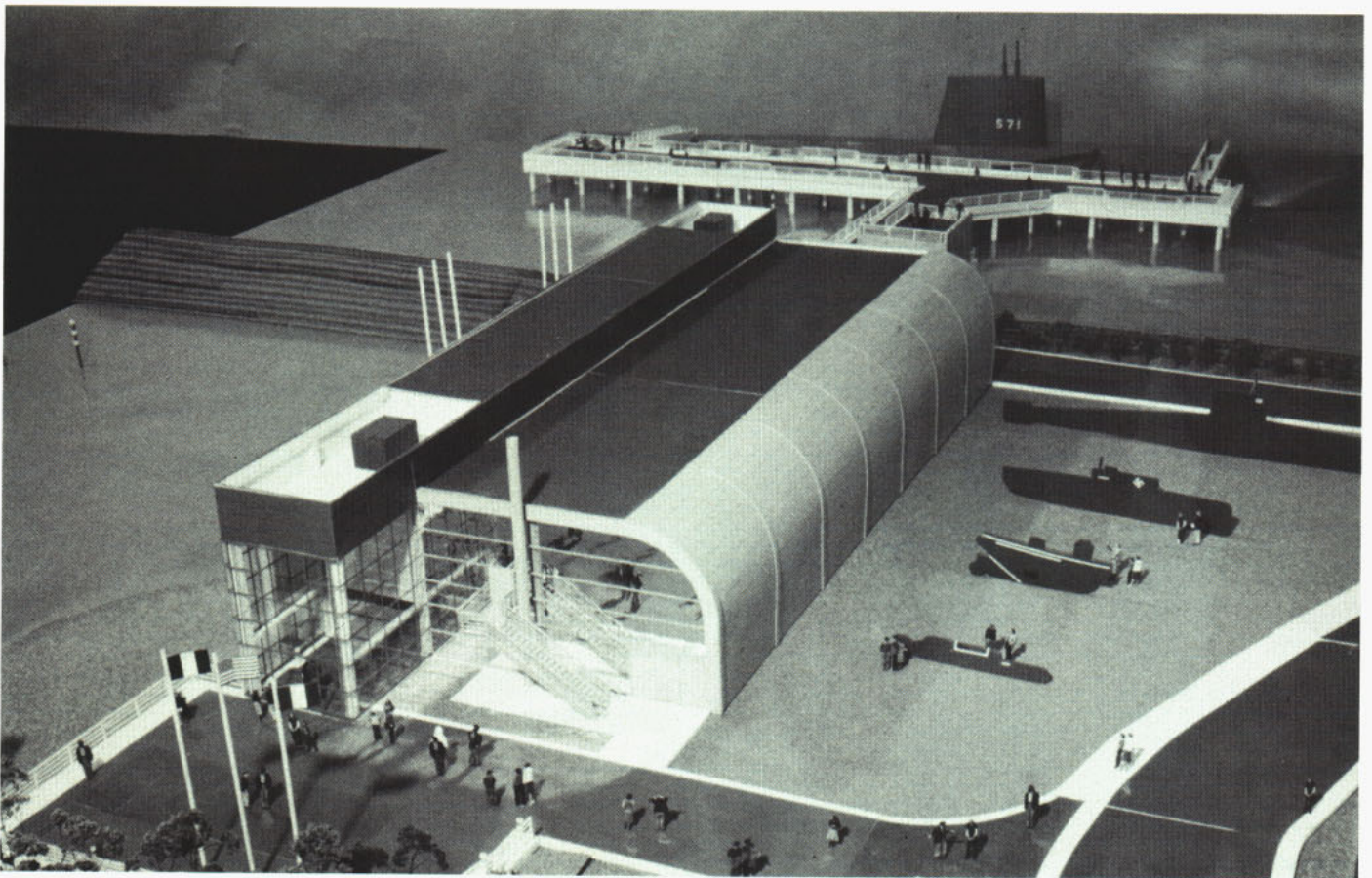
While the Navy and the architectural engineering firm concerned themselves with developing designs and working on the hardware aspects of the project, members of the Connecticut Nautilus Committee were developing an organization to raise about \$5 million through public do-

nations. This is the amount needed—in addition to the \$1.93 million provided by the federal government and the \$1 million initially provided by Connecticut—to cover the immediate costs.

Original rough cost estimates were in the \$3-4 million range, but a figure of \$8 million was finally accepted. However, because the committee's plans called for fund raising running through 1984, the donations necessary to cover construction costs have not been accumulated.

Much remains to be done before *Nautilus* is moored at Goss Cove in early 1985. Anyone who would like to have a part in helping to build this national memorial site for *Nautilus* can contact the Connecticut Nautilus Committee, PO Box 1006, Groton, Conn. 06340.

—By Rear Adm. David B. Bell (Ret.)



Chauvenet: Looking High and Low

By PH1 Kenneth E. Couch, USNS Chauvenet (T-AGS 29)



Occasionally, being in the middle of nowhere, thousands of miles from home, turns out to be the right place at the right time. With USNS *Chauvenet* (T-AGS 29) of the Military Sealift Command stationed on the center line of a total solar eclipse path, crew members were treated to a spectacle of nature last May 31.

Aware that their equatorial location would provide an optimal opportunity to view the event, *Chauvenet's* crew prepared to watch and to photograph the eclipse. First contact began with the sun high in the sky before noon. About an hour and a half later, totality began. Totality occurs when obliteration of the sun by the moon is complete, causing darkness except for the ring of light (corona) around the moon.

In the final seconds before totality, a phenomenon called Baily's Beads appears. The beads are bright specks caused by light shining through the moon's rough edge. *Chauvenet's* crew watched as the mass of specks began to vanish until the final bit of light shining through a deep valley on the moon's edge revealed a lone sparkle seemingly attached to the corona—the diamond in a ring.

The onrush of shadow was observed first. Mars, Mercury and Venus were sighted. The entire horizon went through a rapid twilight and sunset effect. The corona had many streamers and several dark bands.

Totality, which can last up to seven minutes and 40 seconds during some solar eclipses, lasted five minutes and 20 seconds for *Chauvenet*. Because of the shadow cast on the earth by the moon, the temperature dropped two degrees and rose again when the sun reappeared. This drop in temperature, which varies depending on location and weather conditions, can cause clouds to form rapidly, but *Chauvenet* was fortunate to view most of the event under clear skies.





Chauvenet's mission of surveying the ocean floor takes the ship's crew to the far corners of the world where they sometimes have to transfer people and gear by helo (bottom left) to remote island sites to construct tide gauges (bottom right). Chauvenet's mission also gives the crew the opportunity to see extraordinary sights like a total eclipse of the sun which was photographed and worked into a composite picture by Clifford Livermore (opposite page).

Chauvenet has a crew of 133, about half Regular Navy and half civilian Marine employees. Its mission is to investigate the ocean depths and collect new data on the ever-changing ocean floor. This information is used in producing new navigational charts.

An inherent danger of being a sea explorer lies in becoming a victim of the unknown. On June 16, 1982, while pursuing a mission in Indonesia, *Chauvenet* unexpectedly found itself aground on the Sultana Shoals. It spent about six months out of action in Sasebo, Japan, while repair work was done on its hull. By January 1983, *Chauvenet* was back in the Makassar Strait, surveying underwater terrain and maintaining tide gauges and current flow meters.

The basic mission of *Chauvenet* is hydrographic survey using Fathometers, ra-

dio transmitters and computer assistance. The key to such an operation is signal triangulation from navigational aid transmitters to keep the ship on a straight and true course. This is done by equipping several small islands or strategic areas with transmitters monitored by the Navigation Aids Support Unit, a Navy organization trained to live in isolated areas. The operation requires the use of small survey launches to gather data in shallow areas where ships dare not go. Secondary missions include resupplying the navigational aid sites by helo operation. (For further explanation of *Chauvenet's* mission, see *All Hands*, February 1982.)

With such an enormous mission as mapping the ocean floor, *Chauvenet's* time-consuming job sometimes appears never-ending.

Surveying is a 24-hour operation each

day, and the ship usually stays at sea for 24 days and in port for four days. Port visits in places such as Jakarta Bay, Indonesia; Subic Bay, Republic of the Philippines; and Singapore, allow time for repairs, resupply, inspections, medical appointments, disbursing matters, mail call, passport and visa updates and personal business. At times, the ship is tasked with survey missions employing the survey launches while in port. Liberty for the crew is also slipped in somewhere.

Though one gets used to and enjoys this lifestyle, as attested to by the many *Chauvenet* extension requests, it is still a hardship on one's family and loved ones due to long absences. Having the chance to experience such a spectacular phenomenon as a total eclipse of the sun makes the rigors of sea duty appear a little more worthwhile.



Fleet Week '83

The Sound of Freedom

Story by Cmdr. Fred Gorell, ComNavBase San Francisco

Photos by FltAVComPac



Fleet Week '83 got off to a roaring start last Oct. 13, the Navy's birthday, when the Blue Angels, the U.S. Navy Flight Demonstration Team, thrilled hundreds of thousands of San Franciscans and their visitors with a display of aerial artistry in the skies between the Golden Gate and San Francisco-Oakland Bay bridges. San Francisco's Mayor Dianne Feinstein called the roar of the Blues' engines "The Sound of Freedom."

"We are a Navy town," the mayor said. "We are Navy boosters, and we want the Pacific Fleet to know it is welcome here."

And what a welcome it was for the 10-ship battle group steaming into San Francisco Bay. Led by Commander, Cruiser-Destroyer Group Three aboard USS *Kitty Hawk* (CV 63), the ships in procession were USS *O'Brien* (DD 975), USS *Chandler* (DDG 996), USS *Berkeley* (DDG 15), USS *Lewis B. Puller* (FFG 23), USS *Duncan* (FFG 10), USS *Mauna Kea* (AE 22), USS *Wabash* (AOR 5), USS *Mars* (AFS 1) and USS *Enterprise* (CVN 65). Carrier Air Wing Two, with nine squadrons, sailed in on *Kitty Hawk*.

The historic liberty-type cargo ship *Jeremiah O'Brien* greeted the destroyer USS *O'Brien* with a whistle salute and later released 4,000 colorful balloons from its fore and aft cargo holds.

Admiral Sylvester R. Foley Jr., Commander in Chief, U.S. Pacific Fleet, on the reviewing stand with Mayor Feinstein, received a 17-gun salute from *Kitty Hawk* and the embarked officer in tactical command as the battle group entered the harbor. Chapman B. Cox, Assistant Secretary of the Navy, and Albert H. Friedrich, national president of the Navy League of the United States were also on the reviewing stand.

During the event-packed week, the city hosted many receptions for visiting Navy people. Sailors on liberty found that many meals and beverages were on the house, thanks to local establishments and individuals. City bus transportation was free to those in uniform, and a variety of local attractions were offered free or at reduced prices to Fleet Week visitors. Downtown storefront windows featured Navy-related displays. A gala ceremony in the city hall rotunda honored Navy commanders and commanding officers with three bands, a Navy birthday cake and a cascade of balloons in a patriotic finale.

On Saturday morning, city and Navy teams squared off in what many now consider to be a Fleet Week highlight—the annual softball competition. In 1982, Navy won the day by outscoring the city by one run, so city teams were out to recapture



the coveted Fleet Week trophy. This year, a tough San Francisco Fire Department outscored Naval Hospital Oakland 11-3 in the first game. Naval Air Station Alameda came back in game No. 2, beating the San Francisco Police squad 12-1, ensuring the trophy remained with Navy.

Mayor Feinstein brought in San Francisco Giants star Willie McCovey as a ringer, but it soon was determined that Willie's role would be ceremonial. He and the mayor led cheers for the city teams, and each took a turn at conducting the Navy Band. Pat Osborne, vice president for recruiting of the San Francisco Navy League Council, led Navy cheerleaders. Further support for Navy softball teams came from the skies with an aircraft-towed sign, "Go Navy—Win, Win, Win."

Halfway across the Bay, at Naval Station Treasure Island, sailors and Marines competed in 5K and 10K runs. Commodore "Hoagy" Carmichael, Commander, Naval Base San Diego, fired the starting gun to get the Fleet Week run off to a fast start.

On Saturday afternoon, some 400 sailors were guests of the city at the University of California at Berkeley for its football game against Oregon State. A warm message on the electronic scoreboard welcomed the visiting sailors.



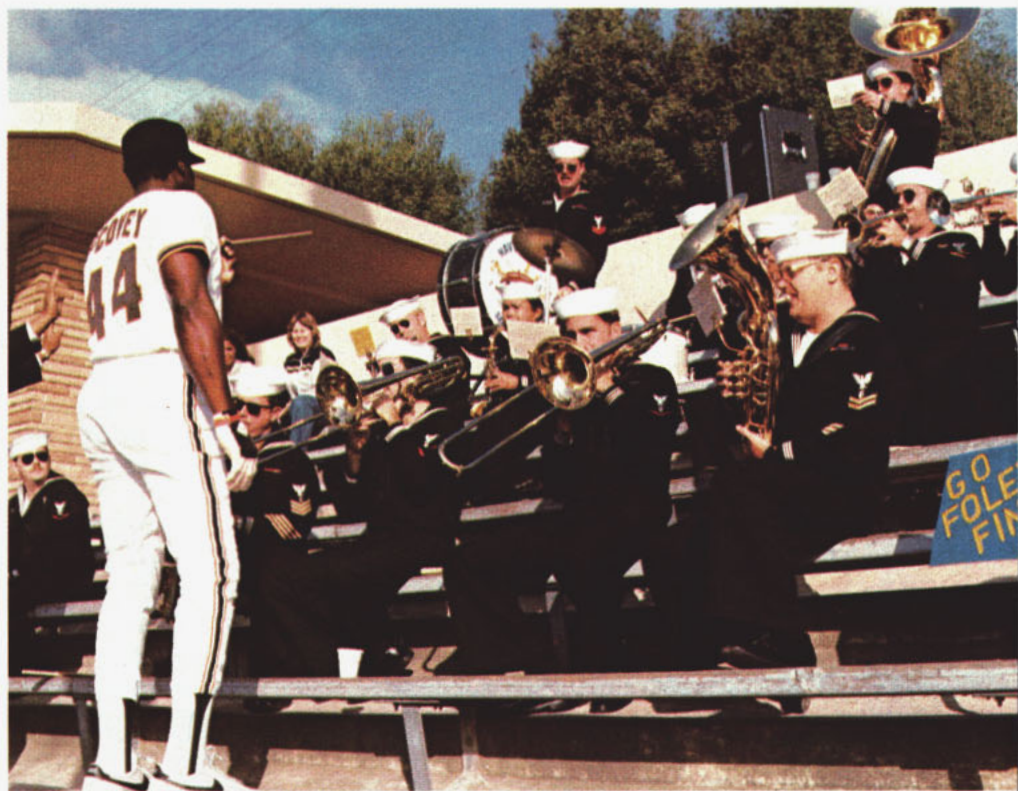
Navy bands, ships and balloons were all part of the activities during Fleet Week '83.

Fleet Week '83

Fleet Week '83 continued with a series of luncheons, balls, ship visits by more than 100,000 area residents and other special events. At one luncheon, Admiral Foley expressed the mood of the Navy people visiting San Francisco when he said, "Since 1981, Fleet Week has gained a reputation as a super liberty among Pacific Fleet sailors, and I know there are thousands of sailors out there in other ships of the fleet who would give a lot to be here this week."

Adding to Fleet Week's festive mood were U.S. Navy Band San Francisco, the Navy Steel Band from New Orleans, the Marine Corps' Band Recruit Depot, San Diego, and the drill team from Combat Systems Technical Schools Command, Mare Island. Special Boat Unit 11, Mare

Right: San Francisco Giants star Willie McCovey directs the U.S. Navy Band, "San Francisco," during a baseball game between the city and the Navy. Below: San Franciscans line up to tour USS Kitty Hawk (CV 63).





Island, gave boat demonstrations and rides to an appreciative public. Explosive Ordnance Disposal Group One Detachment Alameda teamed up with Marine Air Group 42 to provide a piece de resistance: a dozen Navy parachutists floating down at various show sites.

The week's activities ended officially

with a reception at Naval Station Treasure Island where Commodore Carmichael expressed to Mayor Feinstein the Navy's deep appreciation for her support of Fleet Week.

Planning for Fleet Week '83, which had spanned a year, included numerous meetings between Captain Arthur Osborne,

Commander Naval Base San Francisco, representative Treasure Island; Mayor Feinstein; Chuck Warner, president of the San Francisco Council of the Navy League, and other civic and business leaders.

Naval reservists on active duty for training assisted in planning for and conducting Fleet Week '83. They served as liaison officers to visiting ships, helped prepare press kits and acted as narrators for the entire show at the five different locations where crowds gathered in the Bay area.

Most of the Fleet Week '83 story was not played out at pre-planned events, however. The lasting impressions and memories were rooted in the discussions and friendships that developed across the city between sailors and civilians. It also was obvious that residents—more than 100,000 visited the visiting ships—displayed a strong and genuine appreciation for the important work done by Pacific Fleet sailors and Marines.

At the end of Fleet Week '83, when the battle group slipped out of the Golden Gate, many thoughts—and possibly some hearts—were left in San Francisco.



Above left: Mayor Dianne Feinstein donned a Navy cap to help Admiral S.R. Foley Jr. and 10 of his Pacific Fleet ships celebrate Navy birthday. Above right: USS O'Brien (DD 975) at Pier 45. Left: Blue Angels pass over the Fleet Week '83 review stand on Municipal Pier, Aquatic Park, San Francisco.

Bearings

Recreation Aboard White Plains



The welfare and recreation committee aboard USS *White Plains* (AFS 4) is helping boost crew morale while on deployment by providing leisure time activities.

White Plains, also known as the "Orient Express," is a combat stores ship operating out of Yokosuka, Japan.

Funded entirely through the profits of

With a "big screen movie" and a well-stocked video library, crew members on USS *White Plains* have plenty of choices for movie enjoyment.



YMCA honors New London-based sailor. HTI Larry Martin receives the plaque recognizing him as the Armed Services YMCA National Military Volunteer Leader-of-the-Year. Retired Vice Admiral Emmett H. Tidd presented the plaque during ceremonies held in Washington, D.C. Martin was recognized for his work with the YMCA in Norfolk, Va., where he was stationed until his recent transfer to the Naval Submarine Support Facility in New London, Conn.

the ship's store, snack bar and video game machines, the crew's fund received more than \$40,000 last year from sales totaling more than \$360,000.

They put the money to good use. Several thousand dollars were spent on a videodisc library stocked with more than 200 movies ranging from "True Grit" to "An Officer and a Gentleman." The discs are available to the crew on a sign-out basis. Players are located in different areas of the ship to allow for maximum use of the equipment.

A big 40-inch screen television was installed in the enlisted dining facility, a special attraction for the crew during evening movie-call.

A number of cassette tape players have been provided for listening to music or prerecorded messages from home; a Universal gym was purchased for exercising; and the ship's cruise book's expenses are being subsidized by the fund to help reduce the price of the book.

The welfare and recreation fund also sponsors the ship's softball and basketball teams, finances ship's parties and is available to help sailors in need.

—By JOSN P.A. Hyde, USS *White Plains* (AFS 4)



Naval Mobile Construction Battalion Five Seabees move quickly to secure an access ladder to a 75-foot observation tower which Echo Company built in 10 days at Port Hueneme, Calif. Construction projects like the tower are designed to give Seabees experience in setting up facilities for advanced bases. *Photo by JO2 Jack Tierney, NMCB-5 PAO.*



100,000th visitor. When USS *Edson* (DD 946) made a port call in Oswego, N.Y., during its 1983 Great Lakes Cruise, the crew honored its 100,000th visitor, Karen Renter, with a ship's plaque and ball cap. *Photo by Lt. Charles Franklin, Recruiting Area One.*

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Bearings

A Bit o' Scotland

With a handle like Lt.j.g. J.G. Gee, people are likely to remember your name. But if, in addition, you happen to be decked out in full Scottish regalia, playing "Auld Lang Syne" on the bagpipes beneath the palm trees in tropical Cuba, you'll never be forgotten.

That's the way it is with Lieutenant Junior Grade James G. Gee, environmental health officer at U.S. Naval Base, Guantanamo Bay, Cuba.

Impressive in a tartan plaid kilt—eight yards of Scottish wool—a white doublet liberally decorated with blue and gold, and all the trimmings—bonnet, hose, broad

sword, dirk (a long dagger), small knife and sporran (a large purse suspended from a belt in front of the kilt)—Gee has become well-known on the base, if for nothing other than his name, playing the bagpipes, and his repertoire of jokes about what Scotsmen "don't" wear under their kilts.

Gee provides entertainment for various base activities, taking every opportunity to exhibit his skill on the pipes which he has been playing for 13 years. And no one has more right than he, being of Scottish descent. "My father's people are Scottish and Welsh and have been in the United States since the Indian wars, but my mother's people just got off the boat (from

Scotland)," he brags.

When he was presented his silver bars in April, he'd been preparing for the event for 15 years. He recalls attending a goal-making seminar in 1968 when he was a hospital corpsman third class and think-



Lt.j.g. J.G. Gee tunes his bagpipes and the familiar strains of "Auld Lang Syne" ring out across tropical Cuba. Photo by PH3 Amy J. Miller.

ing, "If I ever become an officer, when I get to lieutenant junior grade, I'll be Lt.j.g. J.G. Gee." He laughs and adds, "I thought it sounded pretty good at the time and now that's what I am!"

A chief hospital corpsman when he was commissioned, Gee says he misses the strong camaraderie among chief petty officers but likes the added responsibility and challenge that come with rank. "The more the challenge, the better I like it," he says.

While he was an enlisted man, Gee attended four different colleges in seven years, finally getting a bachelor's degree in science. He plans to return to school to finish a master's degree in the field of public health.

But right now his plans are to make lieutenant commander as quickly as possible because, he laments, "Even when I'm a lieutenant, I'll still be Lt. J.G. Gee!"

—Story by JO2 Lee Holloway



Achievement awards. Dr. Edward A. Metzbow (left), principal scientist involved in a Navy research program for HY-130 steel development, and Robert J. Goode, technical coordinator for the program's material and welding research, have been awarded the Navy Meritorious Civilian Service Award for their contributions to the program. They were members of the Naval Research Laboratory team that had a key role in developing and characterizing HY-130 steel base material, welding processes and product forms for submarine pressure hulls. Their nine years of work contributed to the approval of the Navy's HY-130 Steel Certification Program. *Photo by Jim Marshall, Naval Research Laboratory.*

Navy's Outstanding Handicapped Employee

Rein Silberberg, a nearly deaf and partially paralyzed physicist at the Naval Research Laboratory, Washington, D.C., has been named the Navy's Outstanding Handicapped Employee of 1983.

Dr. Silberberg, 51, head of cosmic ray physics research at the laboratory, has been unable to coordinate certain muscles since childhood, making it difficult for him to move about. He also has otosclerosis, complicated by the loss of certain nerve functions. These ailments have impaired his hearing severely and make it hard for him to speak normally.

Chapman B. Cox, the assistant secretary of the Navy for manpower and reserve affairs who presented the award in his Pentagon office, said Silberberg's accomplishments are an inspiration to more physically fortunate people and to the handicapped struggling to make their way in the world.

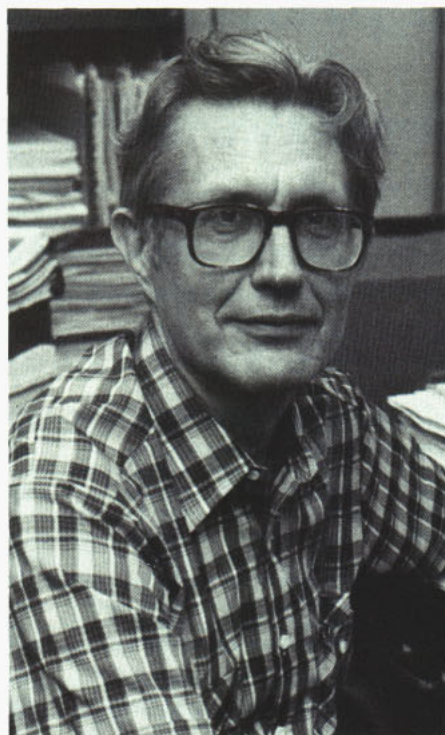
"This award is the culmination of the Navy's focusing attention on its outstanding handicapped employees and their vital contributions. While this is Dr. Silberberg's day, it also provides the opportunity to assure all handicapped people in the Navy of their invaluable efforts and devotion to duty. The Navy is delighted to have them aboard," Cox said.

Silberberg, a grade 15 civil servant, also was honored by Secretary of Defense Caspar W. Weinberger during the annual Department of Defense handicapped employee awards program Oct. 4 at the Pentagon. Handicapped civil servants from six other DoD organizations also were recognized.

Captain John A. McMorris II, NRL's commanding officer, said, "Dr. Silberberg's contributions have been absolutely outstanding when judged by the most exacting standards, as attested by the recognition he already has received from his scientific peers. The distinctions and significant awards conferred upon him would do credit to any scientist, irrespective of handicaps. If one takes account of the dis-

abilities under which he has labored, it is clear that his productivity has been truly phenomenal."

Silberberg earned his doctorate in physics from the University of California in 1960 and began service at the laboratory



as a postdoctoral research associate under National Academy of Sciences and National Research Council auspices. He joined the organization's laboratory for cosmic ray physics as a research physicist in 1962.

He earned the "Award in Pure Science" of the Research Society of America's Laboratory chapter in 1980 for investigating cosmic rays, estimates of their lifetimes and for creating a better understanding of their storage in the galaxy.

Silberberg's research into the production and interaction of high energy particles and high-Z cosmic rays in astrophysical phenomena led him to the origin of unexpected malfunctions in microelectronic circuits in civilian and military

hardware. The discovery was of critical importance to the computer industry and the defense community, McMorris said.

Silberberg's research also is used to eliminate radiation effects on instruments, spacecraft, meteorites and lunar materials and is applied in biophysics and medicine, as well as in the science and technology of inertial fusion induced by heavy ions. He has pioneered the development, in neutrino astronomy, of the scientific subspecialty, high-energy neutrino astrophysics.

The physicist has been investigating the possibility of "seeing" exotic celestial objects like pulsars and active galactic nuclei through the high-energy neutrinos they must emit. He is associated with a project called Deep Underwater Muon and Neutrino Detector, involving placement of very sensitive light detectors throughout a large volume of water in the Pacific Ocean, near Hawaii. The investigations are expected to reveal new information and novel insights into little known properties of stars and galaxies.

Silberberg publishes his research frequently in national and international scientific journals, papers and books, and he often is asked to speak at scientific meetings here and abroad. He is fluent in his native Estonian, in Finnish and in Swedish, and also speaks French and German. He has been assistant director and a lecturer since 1978 at the International School of Cosmic Ray Astrophysics of the Majorna Institute, Erice, Sicily, and has evaluated research proposals for the National Science Foundation and Department of Energy.

Silberberg is a fellow of the American Physical Society, a member of the International Astronomical Union and is a recipient of the Navy's Meritorious Civilian Award. His hobbies include chess and swimming. Silberberg lives in Bethesda, Md., with his wife, Ene-Liis, and their children, Hugo, 16, and Ingrid, 14.

—Story by Kenneth J. Rabben

Navy Medical Team in Honduras



By Cmdr. Frank Evans, US South Com Thirty miles down the road was the Honduras-Nicaragua border.

But the civic action medical team—12 U.S. Navy doctors including a dentist, plus a dental technician, along with 55 Honduran medical/dental people setting up a clinic in the back of a pickup truck—had only one concern: the poor village people who needed health care.

The U.S. medics were members of Class 54 attending the Navy Medical Research and Training Unit's course in "Medicine in the Tropics" in Panama. The civic action effort offered them firsthand experience in treating and recognizing tropical infectious illnesses found in Central America.

The May mission was the second civic action program undertaken in Honduras by a Navy medical team last year. Last January, the U.S. Navy and a Honduran medical team provided medical and dental assistance to more than 4,000 people in eight communities in northeastern Honduras.

The success of that mission led to the decision to continue the ambitious program. So, on May 4, a U.S. Air Force C-130 carrying the team touched down at

Tegucigalpa Airport. The doctors climbed into a bus headed south to the village of Nacaome. Chickens, cows, horses, and men driving ox and goat carts were part of the roadside scene. In the countryside, the houses were made of sticks and clay. Most had terra cotta tile roofs, but many did not have doors.

The team arrived at Nacaome at dusk, and the townspeople helped unload the two trucks of equipment and medical supplies, including an operating table.

By noon of the next day, when the Nacaome team arrived at a small outpost near the town, people were already waiting in line. They were mostly women with babies and small children. The men and older children were in the fields, working.

The clinic area was a small, thin slab of concrete under a thatched roof. A low wall separated the medical clinic from the dental working space. As dental patients entered, they were examined by a Honduran dentist. If treatment such as an extraction was needed, the patient received anesthesia and moments later the infected tooth was pulled.

During the next six hours, the doctors extracted 250 teeth. There was no such



thing as filling cavities. "What we're trying to do out here," said Lieutenant Commander Thomas Hill, "is to raise the general health of the people by removing infected teeth."

Throughout the day, the line kept growing. By sundown, more than 500 patients had been seen. Some required only a few aspirin; that alone brought joy and relief. Just seeing a doctor, many for the first time, made them feel secure.

"But remember," said one doctor, "that we worked without charts on the patients nor were we able to obtain lab work. We just did the best we could."

There was no privacy for the patients. When a patient talked to the doctor, everyone could listen. The sound of babies crying was everywhere. Mothers nursed their infants while waiting their turn at one of the four treatment stations.

The medics checked the patients' eyes, ears and throats, and took blood pressure readings. They saw patients with tuberculosis, congestive heart problems, goiters as large as two oranges, malaria and numerous types of rashes caused by the dry heat and lack of water. There are no humidifiers or air conditioners in Nacaome.



Far Left: HMC Ray Miranda writes a prescription while Dr. Robert Frenk checks over one of the many patients who trekked miles to receive medical treatment. Left: Dr. Thomas Hill, the sole Navy dentist with the civic action team, and DN Cindy Applegate help raise the general health of the patients by removing infected teeth. Below: Patients await their turn for medical/dental treatment.



Each day was the same from early morning until dusk. One group didn't finish until after dark on Saturday. Then, after working nine to 10 hours, the members of the medical teams would share their experiences—experiences that for many were like none they had ever had.

Just getting to the villages was sometimes harrowing, especially those high in the mountains where the shoulders of roads dropped off 200 feet. For four days the team had ridden in the backs of trucks, sometimes for three hours at a time, bouncing up and down the dusty roads, making their way to remote areas to provide care. When the final reports of the field experience were written, the combined U.S.-Honduran medical/dental team

had treated 12,611 people.

Later, in the states—in well-equipped Navy medical labs and offices—they will, no doubt, talk again about their experiences in the poorest areas of Honduras where people face food and water shortages daily and where modern health care is almost non-existent.

Lieutenant Commander Steve Wignall, director of the Navy medical program in Panama, said, "We were able to develop a collaborative effort between our military medical team and the Honduran civilian and medical brigade and provide medical care for impoverished people. As a physician, a naval officer and a U.S. citizen, I was extremely proud to have been a part of the effort."

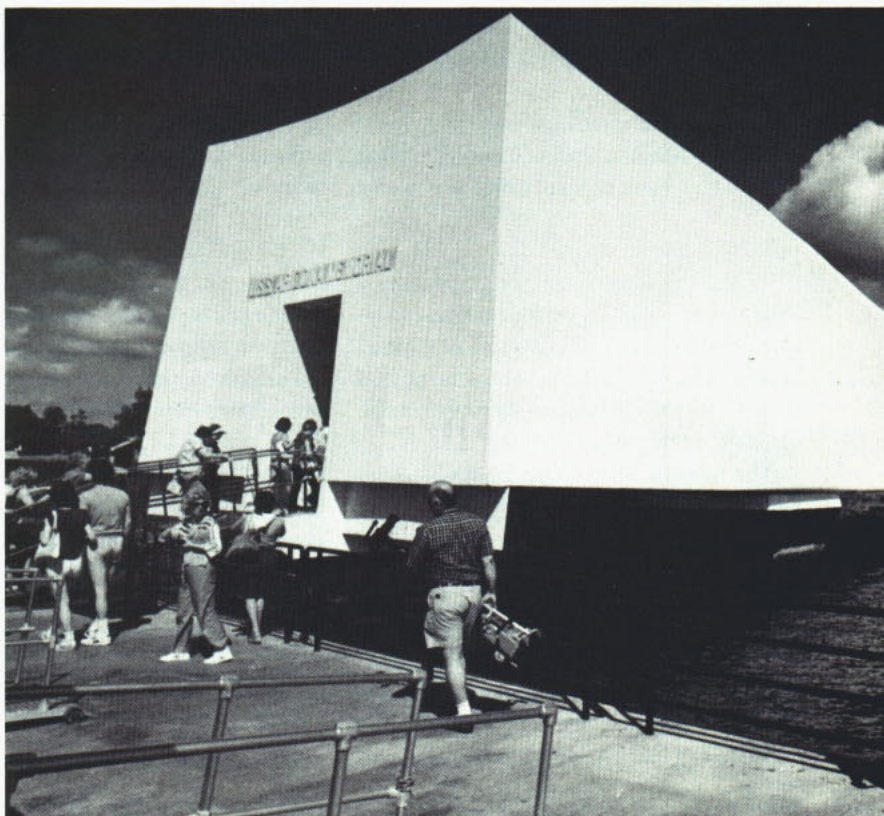
USS Arizona Memorial



One of the most popular visiting spots on the island of Oahu, Hawaii, is the USS Arizona Memorial. Built in the form of an enclosed bridge, the 184-foot memorial spans the sunken hull of the battleship *Arizona* which rests in 38 feet of water at the bottom of Pearl Harbor.

Inside the memorial is a shrine room containing a marble wall engraved with the names of the 1,177 Navy men and Marines who were killed on *Arizona* in the Pearl Harbor attack. Although the ship is no longer in commission, the national ensign is flown over *Arizona* daily in memory of those men.

Active duty Navy people conduct up to 30 free boat tours daily for as many as 150 people on each tour. Each tour covers the major points of interest in Pearl Harbor, and the boats stop at the memorial so that visitors may disembark and tour the memorial at their leisure.





Ten Navy women, working in teams of two, alternate between navigating the tour boats and narrating a brief history of the memorial. As non-rated seamen, most of the women who conduct the tours spend free time studying for advancement.

And Away He Goes

By SFC C.D. Steen, Defense Information School

You might think some people are happy when their feet are planted firmly on the ground.

Not so with Lieutenant Commander Jim "J.D." Van Sickle, chief of course development, directorate of training development at the Defense Information School, Fort Benjamin Harrison, Ind. He prefers being confined in a 3-by-4-foot basket, floating 3,000 feet in the air and leaving his fate to the whims of the wind.

When weather conditions are right, Van Sickle packs a trailer with his AX-7 "Raven" balloon which, when deflated, is 65 feet of double ripstop nylon which can be stuffed into one canvas bag. The gondola and the liquid propane fuel burner which make it fly are packed separately.

Then he's off to nearby Lebanon Park, one of several launch sites in the Indianapolis area. Once there he transforms the mass of nylon into a bright colored, bulb-shaped balloon measuring 55 feet in diameter and capable of lifting four people.

"When balloonists gather, so do the crowds," he said with an ear-to-ear grin.

With the help of his ground crew, Van Sickle begins filling the long, flat hunk of glistening cloth with air from an inflater fan, followed by a few blasts from the burner which bring the balloon upright.

When all is set, Van Sickle hops into the gondola. After a thumbs-up signal to his ground crew, he gives a few quick blasts of the burner, and the balloon begins to ascend. A few minutes later, Van Sickle is able to look down on the crowd 2,000 feet below.

Leveling off just below the clouds, the balloon is pushed northwest by the wind.

There is silence except for an occasional crackling sound from an on-board radio. Van Sickle floats for an hour over city and farmland. When the fuel gauge registers low, it's time to come down.

As he descends, Van Sickle chooses an open field. His ground crew, who have been following the flight from a van, prepare for the landing. With careful calculation, Van Sickle operates the burner to bring his balloon in and throws a line to the ground crew who hold on to the now-deflating balloon.

Van Sickle, a member of the 4,000-

member Balloon Federation of America, became interested in ballooning about six years ago. However, he did not take his first flight until last summer.

"I've always been interested in aviation," he said. "In the 1960s, I acquired a private pilot's license for single engine aircraft, but when I had the opportunity





to watch the "Great Forest Park Balloon Race" in St. Louis in the mid-1970s, my

interest changed to natural flight, the no-engine aircraft."

"Most accidents happen when a balloonist misjudges his space and distance from power lines. It takes only a few seconds to make a balloon ascend or descend; however, there is no lateral capability unless you happen to get a favorable wind-shift to help you along."

Because of that, the best time to launch a balloon is early in the morning or in the evening, when winds are calmer.

With his balloon safely deflated, Van Sickle and his ground crew repack it. It takes four people to carry the bag to the trailer—it weighs 200 pounds. After loading the gondola and burner, it's time to head home to relate his adventure and prepare for the next one.

* * *

Ballooning over Indiana farmland is one thing—over Cuba it might not be looked upon quite as favorably. So, when he left Indiana for his assignment as public affairs officer at U.S. Naval Base, Guantanamo Bay, Cuba, Lt.Cmdr. Jim Van Sickle had to leave his balloon behind.



Before the AX-7 "Raven" can float in all its colorful splendor over Indiana farmland, much hard work goes into flight preparation—from stretching the balloon out by the ground crew to inflating it with hot air from the propane burner and making final safety checks before liftoff.

Global War Games 1983

Testing New National Strategies

Story by Lt. Cmdr. Tracy D. Connors, PACen Det 106, Norfolk

Photos by PH1(AC) Paul Salesi

"Tempers flare, palms sweat, people have been known to stomp out of the room. To us, when that happens, the game is very successful."

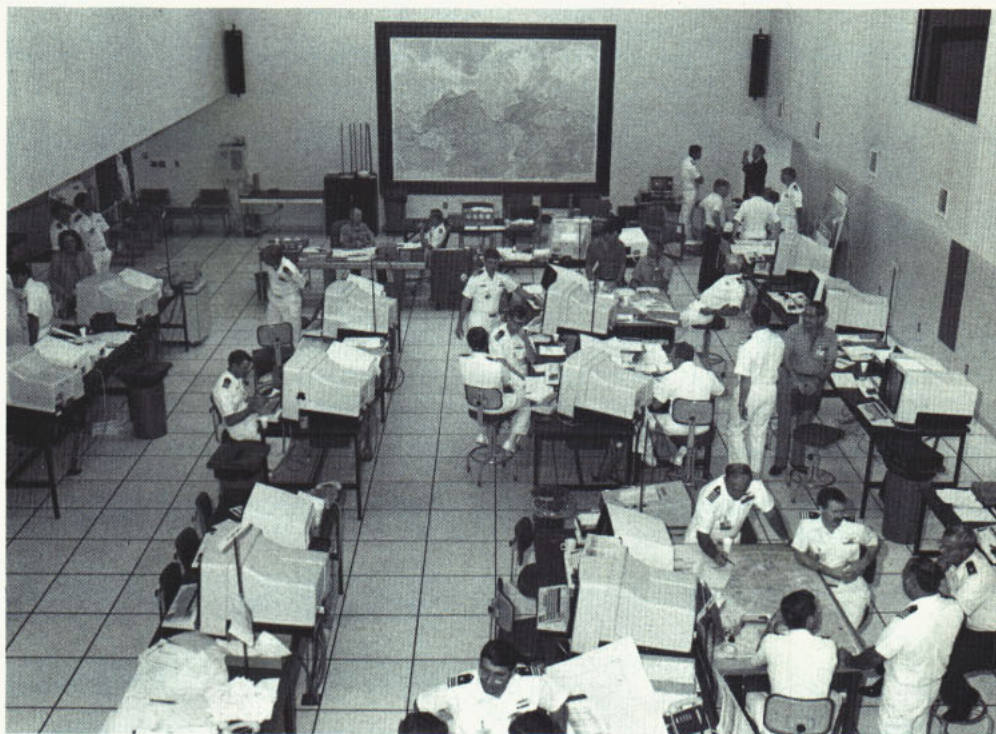
That's how Captain Richard A. Gallotta, director of operations, Navy Center for War Gaming, illustrates the realities and pressures of Global War Games 1983.

Conducted for the fifth consecutive year during July/August at the Naval War College in Newport, R.I., GWG '83 involved 350 participants from all branches of the armed services, a wide variety of federal agencies and "think tanks" around the country. Forty-eight naval reservists from nine readiness commands also participated.

The scenario for GWG '83 was a world-wide conflict that resulted from unrest in Central Europe and a "red attack" on that region. When players reported to the center, hostilities had already gone into their 10th day, with battles raging in Europe, the Atlantic, the Mediterranean, the Pacific and the Caribbean. Objectives included:

- Exploring the boundary between conventional and nuclear war.
- Defining the issues arising during a longer conflict.
- Exploring how forces can be sustained during a long war.

The Global War Game participants are military officers, active and reserve, and civilian executives. It is an interactive game pitting blue forces against the adversary red forces and takes into consideration all the allied and non-aligned countries that might be involved if the conflict were global in scope. Specialists



and experts provide probable reactions by various countries to events in the conflict. This not only provides for a multifaceted exercise but also adds realism to the player's experience and reduces the artificiality of simple red vs. blue.

The green forces—game controllers—stand on neutral ground. These are active and reserve military officers plus other experts who direct, enhance and umpire the

The floor at the Center for War Gaming is the scene of intense decision-making as the two opposing forces fight it out under the scrutiny of umpires.

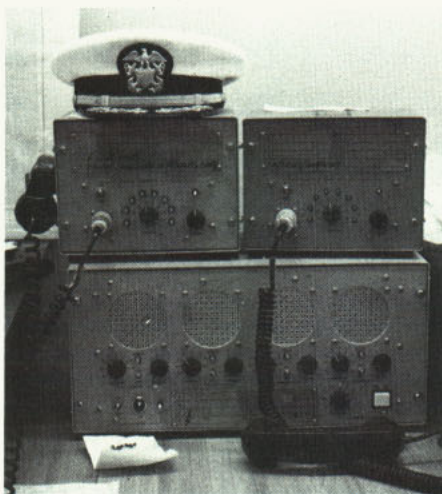


game. Green heavily influences both blue and red team strategies, just as it would in the event of real world global hostilities.

The governments of both red and blue are played by invited guest experts. Unified and specified commanders are played by assigned war college students and by members of the Strategic Studies Group at the war college. Operational commanders are played by post command course officers and NWC students. Red commanders are played by intelligence experts from many defense and civilian agencies, plus Naval Operational Intelligence Command people. Green is played by reservists, political and technical experts from the Defense Department, civilian contractors and academicians, plus Center for War Gaming umpire and analysis people.

GWG '83 is the final game in the initial set of five such games. All of these used projected 1985 force levels as the baseline for the games. GWG '84 will advance force-level estimates to 1990.

During a global war game, the college's Sims Hall is alive with activity; virtually all spaces are used for game play. At any one time, several hundred game players at countless decision and control centers



Radios keep the communications channels open between command centers and umpires. Below: Blue and red ground forces are laid out against each other on the Central Region plotting board.

are involved. Game play is a combination of manual gaming and computer-supported play.

Major at-sea play is conducted on the Naval War Gaming System computer, while land campaigns are conducted at the game tables using computer models. A random glance of just a few of those centers would reveal the following scenes:

- In an upstairs room, the Politboro is meeting. Former Ambassador Richard Davies, in his role of red forces premier, leads his regular afternoon discussion of the red perspective as to what is happening

at this stage of the conflict. Both positive and negative events are being reviewed, with discussion focused on how red forces can exploit areas of perceived blue weakness.

- At another end of the rambling Sims Hall, in the blue government spaces, Marine Colonel Don Price is acting as Chairman of the Joint Chiefs of Staff. He and his team translate the political decisions made by the acting U.S. president (who is meeting with the National Security Council, several tables away) into military actions taken by the commanders in chief of the various blue unified and specified commands such as Commander in Chief, Atlantic; Commander in Chief, Pacific; Commander in Chief, European Command; etc.

- Down on the game floor of Nott Auditorium, Captain James Ross' Air Force plots night air strikes against various Central and Southern European targets.



War Games



• A few feet away at the Blue Central Region table, Army Colonel Ron Davis and his group try to stem the advance of the red reinforcements. They keep track of the air war that seesaws across Europe. Heavy losses have been taken by both sides, but blue feels it has a slight advantage at this point.

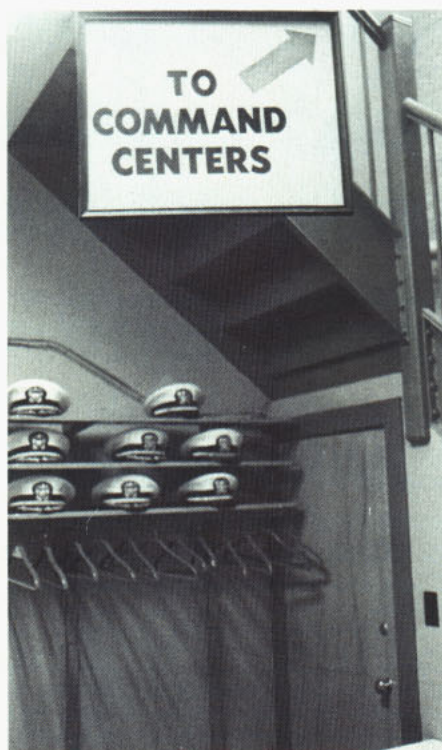
At the red force's European Theater of Operations table, red keeps track of its own progress on the central front.

In the green team spaces, Wolf Lehmann, veteran foreign service officer, leads his team of military and civilian agency representatives in assessing developments affecting Third World and non-aligned nations, focusing for a moment on those located in the Pacific Theater. Other team members are preparing messages to both red and blue from the governments of North Korea, Argentina, United Kingdom and Finland.

• In the computerized game control spaces, green controllers hunch intently in front of screens filled with information on various aspects of the air and land conflicts. Data Processing Technician First Class Dave Warburton watches for any sign of trouble in the game's computer system. He monitors the video screen which helps assess the results of various battles and engagements.

Nearby, at the Pacific Submarine table, Commander Pete DePasquale, a member of Naval Reserve Volunteer Training Unit-0119, monitors and engages air and submarine targets in the western Pacific.

• In another corner of the control room, Lieutenant Commander Roger Hughes leads his team in tracking and maneuver-



ing all red forces in the Pacific.

Lessons learned in the four previous global strategy games were combined to create the foundation of GWG '83. For example, logistics considerations played a major role this year. "By tracking certain specific essential stocks," explained Captain Marshall B. Brisbois, director of the Center for Navy War Gaming, "we get a better feel for the sustainability of forces and of our ability to fight a longer war with conventional weapons. Global conflict will not necessarily lead immediately to the use of nuclear weapons, if at all. The United States must be prepared to fight and win a conventional war," Brisbois stressed.

Above all, the global war game is a research tool. "We are not primarily interested in testing tactics or in the specific effectiveness of weapon systems or force engagements," explained Gallotta. "The primary mission of the global war game series is to research and explore the effectiveness of naval forces in a global conflict and to analyze the combinations and contributions of U.S. and allied naval forces in implementing a global war strategy."

Winning or losing a war game is an important consideration, but it is not the



most important consideration since neither side really wins. Other things are being tested, including gaining critical insights into the use of military resources such as seapower.

The size of GWG '83 and several other

large games conducted at the Center for War Gaming enables the center to incorporate expertise from a wide spectrum of civilian and military agencies and organizations, including substantial support from the Naval Reserve. "The support and assistance we have received from the members of the Naval Reserve, in general, and from VTU-0119 and Detachment 206 of Naval Operational Intelligence Command in particular, who have trained

on drills and in other games, have been indispensable," said Gallotta.



Clockwise from far left: Gaming director Marine Colonel Duane S. Jensen looks over a battle damage assessment. Secretary of the Navy John F. Lehman Jr. reviews the Mediterranean strategy plotting board. Retired Air Force General James Hill performs the role of Secretary of Defense during the Global War Games. Subs are tracked at the anti-submarine warfare command center.



Robotics Lab Opens for Business

"Let's imagine a future where intelligent robots will weld and fabricate naval systems with high repeatability and quality, where they will relieve sailors and officers of mundane and tedious tasks, and where they will handle ammunition and fight fires to protect sailors from unsafe environments," said Vice Admiral Earl B. Fowler Jr., Commander, Naval Sea Systems Command. He made these remarks during a keynote address dedicating the Navy's new Robotics Research and Development Laboratory at the Naval Surface Weapons Center, White Oak, Md., last October.

The new R&D lab's mission is to research and develop robots to meet the Navy's automation needs. Robots can work 24 hours a day—without smoke breaks or head calls—and can free sailors from repetitive jobs such as chipping paint, cleaning bilges and swabbing decks, or from dangerous ones such as refueling, handling explosives and fighting fires. Sailors can then concentrate their efforts on more challenging work.

"The construction of the 600-ship Navy requires ever-improving productivity through the adoption of the most cost-efficient manufacturing technology. Requirements to operate our expanded fleet with its increasing complexity—in hostile nuclear, biological and chemical environments—suggest and demand that we minimize human participation in those hazardous, mundane and tedious tasks that are better performed by machines," Admiral Fowler said.

The difference between a robot and any other automated system is that a robot is

easily reprogrammed to perform tasks with minimum need for human supervision. It does not require a person to sit at a terminal or push control buttons to make it work. With their own controlling computers, robots can be programmed to perform designated functions tirelessly and without error in adverse environments such as heated machinery rooms or radioactive spaces.

"The real benefit to the Navy will only be realized upon the successful marriage of robotic technology with the field of

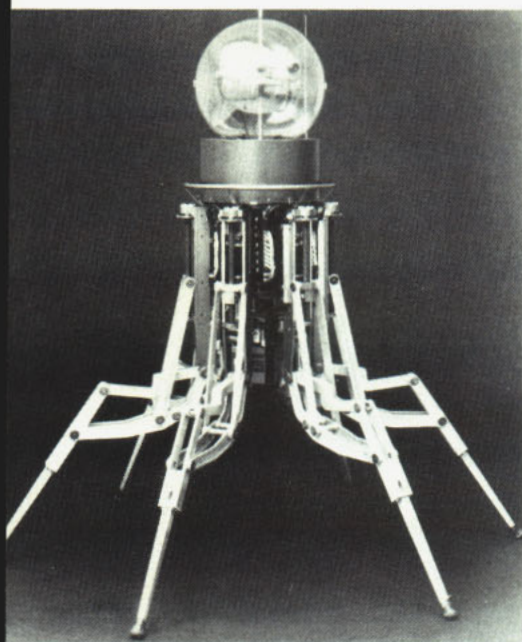


*Lt. Cmdr. Bart Everett of Naval Sea Systems Command makes some adjustments to Robart, the prototype home sentry robot he built.
Photo by JO2 R.L. Coons.*

computer science known as artificial intelligence," said Lieutenant Commander Bart Everett, Naval Sea System Command's robotic coordinator. "Without the ability to reason or to infer solutions to problems for which they were not specifically programmed, robots are for the most part practical only in high volume applications which justify tedious programming time."

Such applications are relatively scarce in the changing environments of naval shipyards, which have to deal in lot sizes of one or two parts in some cases, and almost non-existent on board ships.

For that reason, a large portion of the Navy's development is concerned with providing the appropriate sensors and associated software to make today's robots more adaptive. During production welding, for example, robot equipped with a three dimensional vision system of the type demonstrated at the NSWC R&D laboratory has to calculate distance to the workpiece, its geometric shape and orientation, variances in fitup of the seam to be welded, and the required welding torch attitude. The robot must then constantly modify the velocity of the torch, the filler wire feed rate, and the heat input as a function of measured parameters to consistently produce a quality weld, without being specifically programmed for each new workpiece. Ordinary machines cannot do that. With the recent developments in touch, voice, and vision sensors, researchers are working on ways to provide even greater adaptive capability to these intelligent machines, and to also provide them with the ability to move about as



Odex I, a six-legged multifunctioning robot, can traverse any terrain, supporting payloads greater than its own weight. Photo courtesy of Odetics Inc.

necessary in certain cases. The concepts of collision avoidance and navigational planning associated with mobility are key research issues at the new lab at NSWC.

To capitalize on the potential of robotics, the Navy's interest is threefold:

- Manufacturing: the construction of ships and weapons;
- Maintenance: the repair of those ships and weapons;
- Independent mobile robots capable of performing dirty, hazardous, tedious jobs safely and efficiently.

At NSWC, robotics research has been directed primarily toward surface ship systems maintenance and operations.

"A few years ago, I would have had a hard time projecting the establishment of a robotics research and development laboratory in a Navy center by the early 1980s. Just recently, a 16K (16,000 bytes or characters of information) computer memory chip was a marvel; today, 64K chips are mass produced, and the world is eagerly awaiting 266K chips," Admiral Fowler commented.

Dr. Tom R. McKnight, head of the fleet engineering support office, spearheaded the robotics development project at White Oak. "This new laboratory will provide the DoD with one of its most capable research centers in this technology," he said.

The latest developments in robotics were on display at the robotics lab to highlight the dedication. Demonstrations included:

- "HT 3"—at 9 feet tall and weighing 225 pounds, this heavy-duty hydraulic in-

dustrial robot has both brains and brawn. Equipped with a small computer to control its movements, HT 3 can perform precise mechanical work such as spot-welding moving auto bodies on an assembly line. A Robo Sensor 3-D vision system serves as the robot's eyes so it can accurately determine the dimensions of the object it's viewing.

• "Robart I and Robart II"—built by Lieutenant Commander Bart Everett of NavSea, these first- and second-generation mobile sentry robots are capable of detecting intruders, warning of fires, floods, gas or even impending earthquakes, speaking up to 300 words, recharging their own batteries and avoiding obstacles while on unattended patrol. While these models were constructed in his home, Everett will supervise the building of a third model for Navy applications at the NSW lab. His first two prototypes are on loan as design aids to the lab.

• "Odex I"—a six-legged, bubble-headed, walking, multifunctioning robot that could easily be mistaken for something out of H.G. Wells "The War of the Worlds." Developed by Odetics Inc. of Anaheim, Calif., Odex I can traverse uneven terrain, climb up and down, operate in all climates, change its profile by bending/squatting/lifting a leg or two, and carry payloads far greater than its own weight. Its power source is a self-contained 24-volt battery. Because Odex I can walk and work on varied terrain, it has many potential uses under sea, on land and in space, if equipped with the appropriate sensors. They include firefighting, mining, agriculture, construction, forestry, hazardous material handling and working in nuclear power plants and utilities.

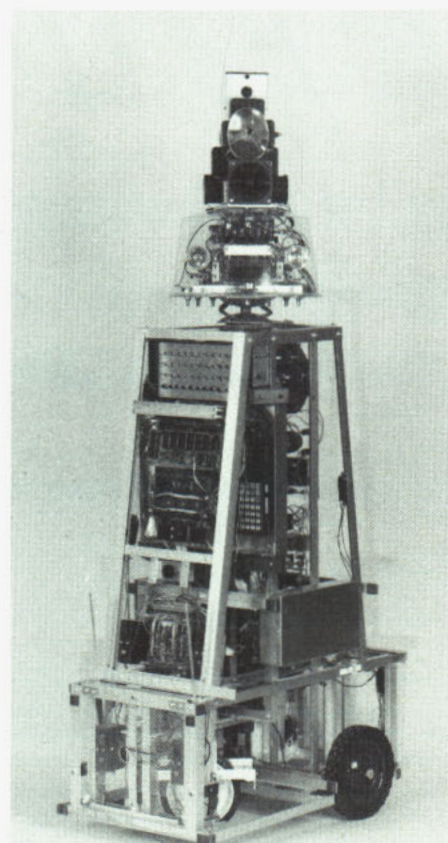
• A wheeled, mobile, heavy-lift robot developed by Associates and Ferren is capable of raising and lowering bulky objects, such as weapons or ship components, and can keep the object it is handling level at all times. The machine is electrically powered and can turn 359 degrees during the performance of its tasks.

The Navy is looking at using robotic technology in many different areas including undersea exploration, recovery and ocean bottom geological sampling—even cleaning barnacles off the hulls of ships at sea. In shipbuilding and ship repair, robots could weld, grind and paint while people tend to the more technical work. Also, robots could provide fleet support by loading stores from the pier, transferring fuel under way, and handling explosives and weapons.

In his closing remarks, Admiral Fowler said, "It's a pleasure to be part of this exciting era, to convey NavSea's strong desire for a Navy leadership role in advancing this technology and to dedicate NSWC's new R&D lab to meeting the challenges of matching the robotic developments to the requirements of the fleet in support of our great nation."

—By JO2 Russell L. Coons

Lt. Cmdr. Everett's Robart, which can detect intruders and warn of fire, flooding, earthquakes, smoke and gas, patrols on its own power. Photo courtesy of NavSeaSysCom.



Blue Angels Maintenance Crew

By PH2 Richard W. McDill, NAS Pensacola, Fla.



Blue Angels



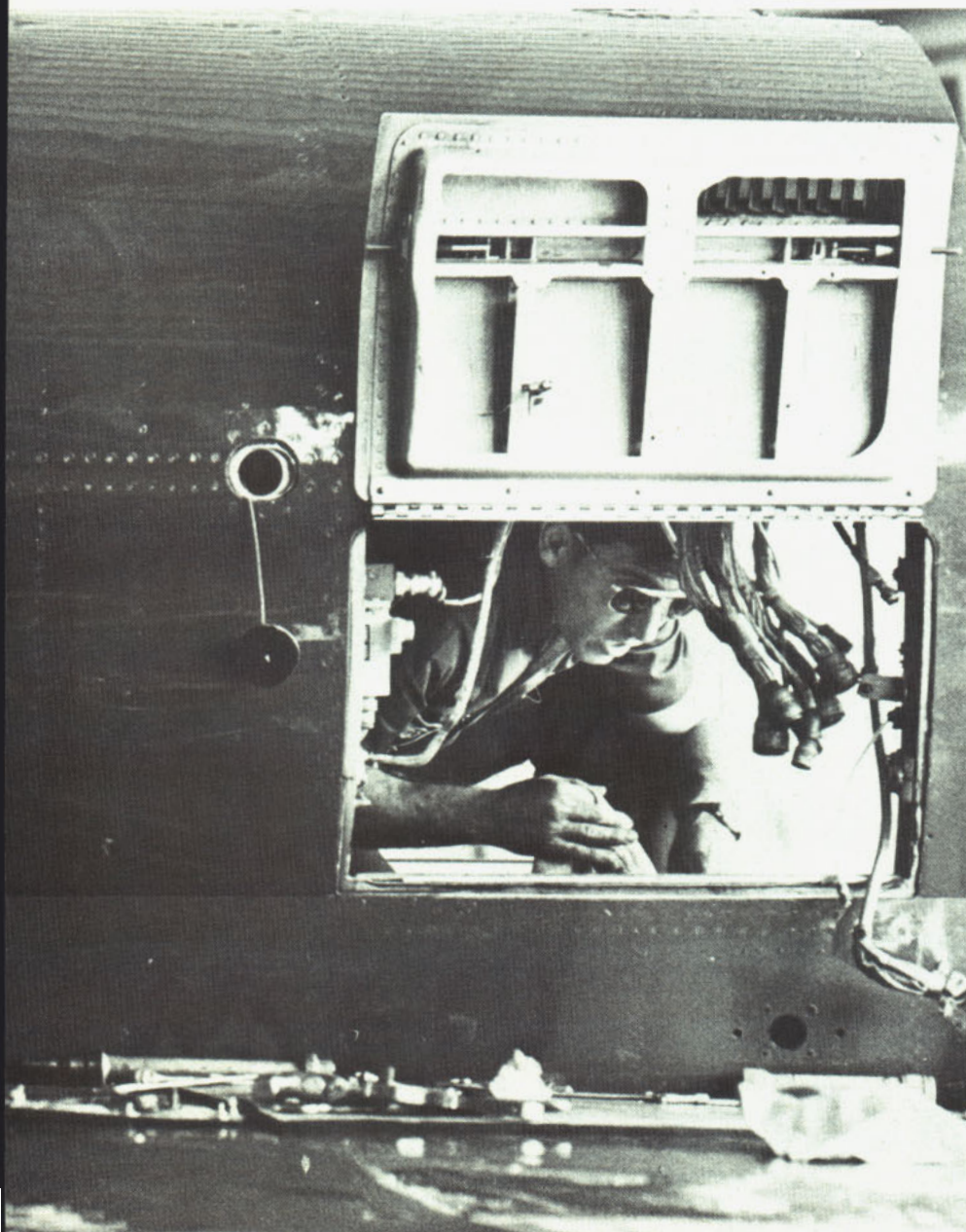
The U.S. Navy Flight Demonstration Team—known as the Blue Angels—spends 10 rigorous months of the year participating in air shows across the United States. But what do they do the other two months?

They rest and recuperate, right? Wrong.

They spend that time in the desert of El Centro, Calif., where they endure a winter training schedule perhaps even more demanding than their performances. And along with the pilots is the maintenance crew, working every day with one thought foremost in mind—to keep the six McDonnell Douglas A-4F Skyhawks safe, ready and flying.

The crew's day starts early—very early—at 3 a.m. After showering and getting ready, they walk through the cold desert air to the hangar where they sip hot coffee to take off the morning chill. First thing up is “morning turns,” a series of step-by-step checks to ensure that each system of the aircraft, including communications, navigation, hydraulics, life

Above left: Cmdr. Dave Carroll's expression of thanks to his crew chief, Chris Hetler (right), and first mechanic Larry Howell is heartfelt and sincere. The pilots depend on them and the other crew members to keep the planes in flying shape.



Blue Angels

support and flight controls, is functioning properly.

With morning turns finished, the crew takes a short break. This is when the "nubies," the new people, hear the veterans talk of the hard work and good times of past air shows.

The sun finally rises, and after an FOD (foreign object damage) walk down, the four jets that fly in a diamond formation taxi onto the runway and take off to perform their high-speed, low-altitude stunts before a desert audience of rattlesnakes, road runners and rabbits. When the two solo jets take off to practice their routine, the crew gets right to work on the regular maintenance and repair of their equipment. But they do not go about their work uninterrupted. The jets will return only to take off and land twice more in the course of the day.

As the pilots end their day's flying and head for debriefing, the maintenance crew must thoroughly clean, inspect and repair the jets for the next day's flights.

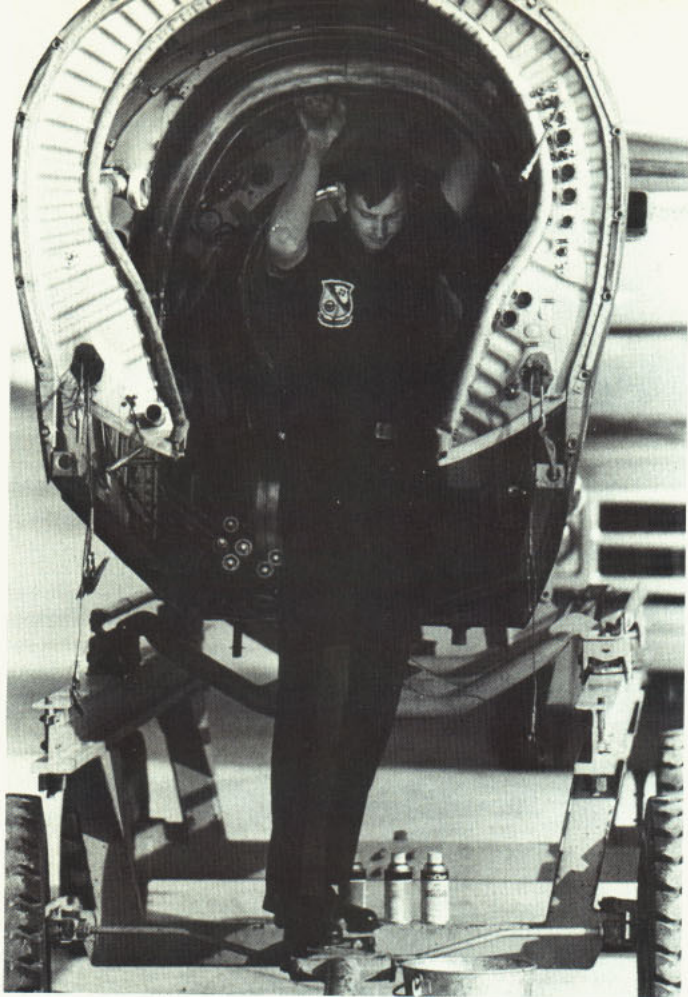
At last, as the sun sets and the desert begins to cool rapidly, the crew members put the *Skyhawks* to bed and walk back to the barracks to talk and reminisce but, most of all, to get the needed rest to do it all again the next day.

With this kind of dedication, it's easy to see why the Blue Angels has never cancelled an air show performance due to maintenance problems since its beginning in 1946.

What's the crew's payoff? Maybe it's when they see the *Skyhawks* overhead at an air show and feel pride knowing that they're the ones who have made the shows come off without a hitch for the last 37 years. They're the men who keep the Blue Angels flying.

Whether on a walk down in search of hazardous debris (top), cleaning the bright work, inspecting the airframe or handing a helmet to a pilot, the Blue Angels' maintenance crew members are dedicated to their jobs. However, even the most serious workers need a lighter moment now and then (far right).





ALL HANDS

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Mail Buoy

Steelhead Was There

SIR: I must take exception to your July 1983 section on "The Navy Remembers." Contrary to the article, USS *Steelhead* (SS 280) was the first naval vessel to shell the Japanese home islands during World War II. During the early morning hours (0020-0035) of May 10, 1943, *Steelhead* shelled the Nihon steel works, the Wanishi iron foundry, and the railroad connecting them to the nearby town of Muroran, Hokkaido.—Lt. Robert M. Souders, USN

Don't Forget Fulton

SIR: I enjoyed your August article concerning La Maddalena. Indeed, much has happened since USS *Fulton* (AS 11) paved the way for USS *Gilmore* (AS 16) and USS *Orion* (AS 18). USS *Fulton*'s success in cementing community relations and logistic support patterns will not be forgotten at La Maddalena.—Lt. Cmdr. S.J. Seuffer, USN

• Your comments concerning USS *Fulton* (AS 11) are appreciated.—ED.

Submarine Force

SIR: I have been a reader of *All Hands* since I joined the Navy in 1977, and it is distressing to me that so little is written about the "Silent Service" and especially about the nuclear-trained individuals that maintain and operate the nuclear propulsion plants aboard our nation's arsenal of nuclear submarines.

Come on, *All Hands*, give the submarine force some press, especially the "Nukes" that keep them steaming.—EM1 (SS) Jeffrey L. Kronauge, USN

• Somehow we don't agree about the lack of submarine coverage in *All Hands*. We hit on the submarine service at least four times a year and, just recently, either have published or will publish features on the sub base at Bangor and also at Kings Bay, a lengthy piece on Chief of the Boat, life at La Maddalena, rendezvous of two subs at the North Pole, and two separate features on La Jolla and Jacksonville. In addition, we've covered the launchings of Ohio and, just recently, Hyman G.

Rickover. The greater majority of this coverage took place within the last year.

The trouble with a vehicle like *All Hands* is we have only 48 pages a month to cover the entire Navy, to say nothing of the fact that travel dollars are scarce.—ED.

All The Way

SIR: While reading the September *All Hands*—I noticed the picture of the Paul Gonyon family and decided to tell you about our gang.

1. Dad is YNCM William S. Kerns Jr.—just went over 30 years and now stationed on CO's staff. Where else but Recruit Training Command, Orlando, Fla.

2. Next comes AW1 Kevin P., stationed at Indian Head, Md., and finishing up Explosive Ordnance Disposal school.

3. AT2 Christopher M., attached to VF 11 at Oceana, Va.—currently deployed with USS *John F. Kennedy*.

4. MM2 James W., attached to the USS *Swordfish* at Pearl Harbor. He just finished Nuclear Machinist's Mate school and ELT.

5. Midshipman 2nd Class Kellie E.—she attends Jacksonville University on an ROTC scholarship.

6. SR Kerrie Ann—currently at boot camp here in Orlando, K 103 Division 9.

To add to the fun of being an "all military" family, I'm ex-Air Force—a weather person back in the 50s. Our youngest son Jonathan, a senior at Oak Ridge High School here in Orlando, belongs to AFJROTC.

Believe it or not—we have a 9-year-old daughter and a 2-year-old grandson to go. Move over U.S. Navy—we're moving up!—Mary G. Kerns, Orlando, Fla.

The First Maine

SIR: In response to your September 1983, "The Navy Remembers—The First Maine," many of your Charleston readers might be interested to know that the capstan from the first Maine is located on the Bay Street side of White Point Gardens ("The Battery") overlooking the Ashley River. It was brought to Charleston through the efforts of a South Car-

olina senator at the time.—Lt. Robert E. Brady Jr., USS *Mahan* (DDG 42).

• Thanks for sharing this information.—ED.

Reunions

• **USS Rockwall (APA 230)**—Planning a reunion. Contact Donald J. Kusnir, 2140 S. Military Trail, West Palm Beach, Fla. 33406.

• **USS Baltimore (CA 68)**—Crew members from both World War II and Korean wars, contact USS Baltimore Reunion Association, 187 Clever Road, McKees Rocks, Pa. 15136.

• **USS LST 508**—Planning a reunion. Contact James K. Odom Sr., 2213 Portola Ave., Stockton, Calif. 95209; telephone (209) 951-1626.

• **NDCTC**—Planning a reunion for pre-1974 personnel. Contact John Donnelly, 349 Union Ave., Bellmawr, N.J. 08031.

• **Survivors of USS Ommaney Bay (CVE 79) and Embarked Composite Squadron VC 75**—Reunion planned for 1984 on the West Coast. Contact Lloyd Beighley, 3620 Lloyd Place, San Diego, Calif. 92117.

• **Former FAW 7 Personnel**—Anyone interested in a tour of Dwikeswell, England and Scotland in 1984, contact Donald Schierenbeck, 3710 N. Abbott, Robbinsdale, Minn. 55422.

• **USS Woolsey (DD 437)**—Planning a reunion. Contact Tony Torres, 13710 Capiz Court, Whittier, Calif. 90601; telephone (213) 693-8023.

• **USS Belknap (DD 251-APD 34)**—Crew members from World War II, contact Paul J. Eisenman, 540 E. Portage Terrace, Apt. 103, Cuyahoga Falls, Ohio 44221; telephone (216) 928-4415.

• **USS Reno**—Planning a reunion. Contact Louis A. Trebino Jr., 343 Dairy Road, Auburn, Calif. 95603; telephone (916) 885-3835.

• **USS Hank (DD 702)**—Crew members interested in a reunion, contact John LaSala, PO Box 18, Ewan, N.J. 08025.

• **Former Signalmen**—Reunion planned. Contact David C. Graham, Society of Signalmen, PO Box 11247, San Diego, Calif. 92111.

• **USS LST 266**—World War II crew members interested in a reunion, contact William Campbell, 3 Charlement Court, N. Chelmsford, Mass. 01863.

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THE SECRETARY OF DEFENSE
WASHINGTON, THE DISTRICT OF COLUMBIA

9 December 1983

MEMORANDUM FOR ALL MILITARY AND CIVILIAN PERSONNEL
SUBJECT: Productivity Excellence

Maintaining the security of our Nation requires every man and woman serving in military and civilian positions to develop and utilize fully their special skills, abilities, and creative talents.

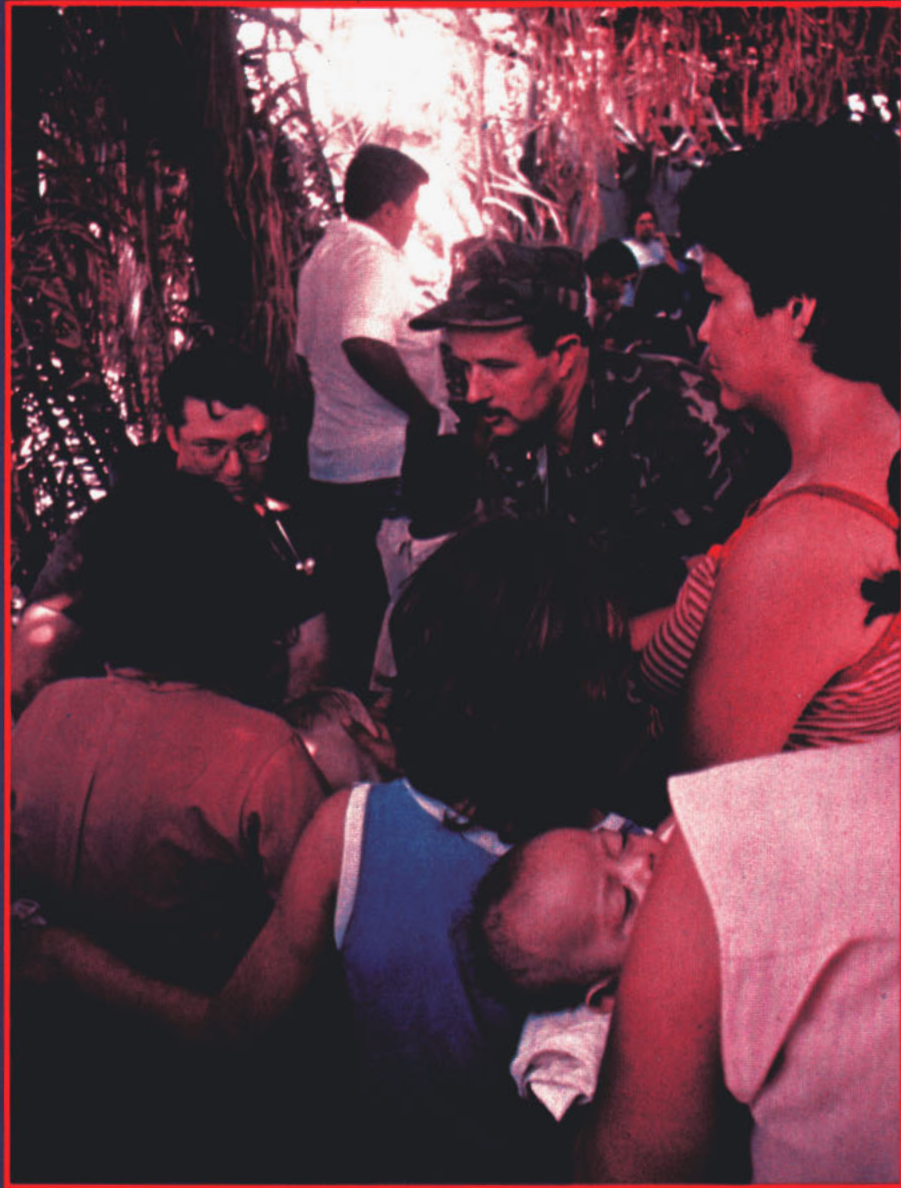
Because of the vital importance of this to our country, I am calling on each of you to strive for the very highest level of performance possible and to identify and suggest ways of making operational and other improvements within your organization. By striving for performance excellence and offering ideas for eliminating waste, conserving resources, improving equipment or facilities, or making more productive use of time, each of you can make a very important personal contribution.

I have asked the Secretaries and Heads of the Defense agencies to encourage and to reward appropriately those who excel in this effort and to keep me informed so that I may add my personal letter of commendation for those achievements that result in first year savings of \$100,000 or more. I intend to present Productivity Excellence Awards to those individuals and small groups whose contributions have resulted in the greatest cost savings to the Defense Department.

I am confident that, by working together in this most important task, each of you will make a significant contribution to maintaining the peace and security of our Nation.

A handwritten signature in cursive script, reading "Caspar W. Weinberger", is positioned above the printed name.

Caspar W. Weinberger



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